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THE PHILIPPINE TANGLE.

AMERICAN POLICY JUSTIFIED.

GENERAL WOOD'S GREAT WORK.

ECONOMIC COLLAPSE AVERTED.

[BY "THE TIMES" MANILA CORRESPONDENT.]

On May 4th, 1931, General Leonard Wood, Chairman of the Special Mission to the Philippines, arrived in Manila. With him was associated the Hon. Cameron Forbes, a former Governor-General of the islands under the second Roosevelt and the Taft Administrations. The purpose of the Mission was to investigate political, economic, and social conditions in the islands and to determine the fitness of the Filipino people for sovereign independence. The Mission conducted its investigations over a period of four months. As a result, the Mission found that the desire for independence was practically unanimous among Christian Filipinos, but, as a rule, "sovereign independence" backed by the military and financial power of the United States was favored.

The Mission further found that since the year 1912 (when President Wilson sent Mr. Burton Harrison to Manila as Governor-General) the Civil Service and the Courts had seriously deteriorated in efficiency and integrity; that nepotism and political jobbery were rife; that much useless and extravagant legislation had been indulged in; that the country was on the verge of bankruptcy; and that the Government was not free from those underlying causes that result in the destruction of government. It was obvious, therefore, that for political, economic, social, and military reasons the Filipino people were not considered ripe for sovereign independence, and it was recommended that the United States retain their sovereignty indefinitely.

In conclusion, the Mission advised that the Governor-General be invested with powers commensurate with his position, and that in no circumstances should the American Government permit the United States, or its accredited representative, to be burdened with responsibility without authority.

THE GENERAL'S INFLUENCE.

Within a very short time after General Wood's arrival in the islands the influence of his forceful, magnetic, and singularly human personality began to be felt with tonic effect. All Americans and foreigners and many Filipinos had become seriously alarmed and discouraged by the economic collapse which threatened the islands. They now turned eagerly to Wood, in whom they felt they had one who was not only able to formulate a policy of economy and reconstruction, but who possessed the will to put such a policy through.

The report of the Wood Mission was released at the end of the year. Its findings and recommendations were treated as a challenge by the more irreconcilable propagandists of immediate independence. But though displayed by the disclosures of extravagance and mismanagement embodied in the report, the more responsible separatist leaders were relieved by its sympathetic tone and the moderation of its conclusions and recommendations.

Nevertheless, Manuel Quezon, President of the Philippine Senate, announced to the world that the Filipino people were in every respect fit for independence, absolute and immediate, and demanded sovereignty in their name. Sergio Osmeña, Speaker of the Assembly, offered his resignation as Vice-President of the Council of State to the Governor-General. General Wood declined to accept the resignation. A plan soon crystallized for the formation and dispatch to Washington of an Independence Mission for the purpose of refuting the findings and opposing the recommendations of the Wood Mission. President Harding was informed of the object of the Filipino Mission, and allowed it to be understood that action on the Wood report would be deferred until the Filipino version had received a hearing. Meanwhile General Wood, unperturbed, proceeded to deal with the various measures outlined in his programme.

FINANCIAL REFORM.

The most disastrous effect of the entry of the Government into business during the Wilsonian administration was the collapse of the financial system of the islands and the consequent impairment of credit and paralysis of business. Until 1916 the paper currency had been backed by a gold reserve of over \$40,000,000, which was deposited in fifteen banks in the United States. In that year was established the Philippine National Bank, in which all departments of the Government were required to deposit their funds. By some mysterious manipulation the gold reserve (\$41,300,000) and various trust funds were transferred to the New York branch of the new bank.

As a result of excessive loans made on flimsy security and of general mismanagement, the bank sustained losses amounting to \$22,500,000; and by 1924 the gold reserve had dwindled to about \$5,000,000, so that the metallic basis of the currency was eliminated. Drastic measures had already been taken to replace the bank on sane working foundations. One of General Wood's first steps was to prepare and put through the Legislature a series of measures calculated to rehabilitate the currency system and reinstate the peso to its normal par value of 50c. gold. As a result of these timely measures the credit of the insular Government was redeemed. With the restoration of confidence new capital has been imported, and many private enterprises have been given a new lease of life.

Up to the end of 1921 the Nationalist Party had been in undisputed power. But with the coming of Wood the Democrats took heart. The report of the Mission was seized upon by the Minority chiefs as ammunition to be used in the political campaign recently terminated. Signs of mutiny within the Nationalist ranks began to appear. Early this year a break developed between the Speaker

of the Assembly and the President of the Senate over the question of leadership. As a result, the party divided into two camps of fairly equal strength.

The Democrats were not slow to see the opportunity opened up to them, and vigorous preparations to contest the June elections were begun in practically every electoral district. As a result, the Democrats carried Manila by assault and made a remarkable showing in the provinces. Three parties of approximately equal strength have come into being, and henceforth the Democrats, with five Senators and thirty Assembly men in their ranks, will hold the balance of power—unless the two wings of the National Party combine to show a united front.

NOTABLE ACHIEVEMENTS.

The outstanding achievements of Gen. Wood's administration up to the present time have been the rehabilitation of the currency system and the downward revision of the Budget, whereby nearly 20,000,000 pesos was saved to the Treasury, and the dispersal of a strongly entrenched political oligarchy, whose aims were too often in conflict with the Philippine policy favoured by the Republican authorities at Washington.

Other notable accomplishments have been the cleansing of the judiciary and a general speeding up of the Courts; the establishment of a regime of efficiency in the Civil Service; and searching investigations into the conduct of the San Lazaro Asylum and the "Culion" Leprosy Colony, resulting in comprehensive measures for the eventual eradication of leprosy from the islands and in the immediate betterment of both institutions.

Liberal and sympathetic support has been given to the advancement of science, particularly in those branches bearing on sanitation and hygiene, and on agriculture. Experiments on a large scale have been made with an anti-rinderpest serum discovered by Dr. Boynton, with successful results, and an energetic campaign is at present being conducted against the locust plague.

The establishment of the Manila Port Area Commission has given an impetus to harbour improvements, and has facilitated the docking of ocean-going steamers and the loading and unloading of cargoes; and measures have been put through for extending and co-ordinating the arteries of commerce on land and water, with a view to affording better service with cheaper rates.

The visits to Manila of H.R.H. the Prince of Wales and of Viscount Northcliffe have not been without beneficial effect on the popular mind.

AMERICA'S LARGESSE.

Lord Northcliffe took occasion to remind them of the enviable position of the Filipino people. He pointed out that under the aegis of the United States they enjoyed a quality of freedom and autonomous government scarcely equalled by any other people, whether sovereign or dependent. The largesse of America was unparalleled and amazing. Under such conditions, American suzerainty was a priceless boon that ought to be jealously cherished and guarded. Lord Northcliffe's warning was reported and commented on in all the newspapers, both American and native; and his words have been much pondered over not only by the people of the cities but by the toilers in the fishing barrios and the peasant farmers in the rural districts.

The coming of the Prince, on H.M.S. *Renown*, affected the people in a different way. It brought home to them in visible form something of the responsibilities and the charges of sovereignty, something of the dignity and something of the burdens of Imperial dominion. The Prince came as a Royal representative of the greatest and most benevolent Empire in history. He was received with the honour due to his rank, and with the warm-hearted good will due to his kinship with the American people as well as to his own princely charm. Of all these things the Filipinos took silent but impressive cognizance.

Before his departure from the United States as head of the Philippine Mission, General Wood was elected to the Presidency of the University of Pennsylvania, and recently the university has urged him to take over his presidential duties as soon as possible. Americans in the Philippines are unanimous in their desire to retain the services of General Wood, and a few weeks ago, through the American Chamber of Commerce, they petitioned the President to make it possible for the General to remain at his post in Manila until his reconstructive policies have been put in force. It can hardly be disputed that if there is one available man who possesses that combination of courage and patience, experience and ability, forceful persuasiveness and untarnished prestige required to unravel the Philippine tangle, and to guide the Filipino people along the paths of true progress to eventual prosperity and political security, that man is the American soldier-statesman, General Leonard Wood.

THE VALUE OF GOOD SIGHT

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested, the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., Refracting and

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GERMANS AND THE CHINESE CUSTOMS SERVICE.

WHY ARE THEY NOT REINSTATED?

Dr. Boye, German Minister in Peking, has addressed a despatch to the Viceroy of China calling attention to a report alleged to be an extract from an official communiqué and appearing in the foreign newspapers in Peking to the effect that 501 British and 293 Germans are employed in the various Maritime Customs Administrations. Dr. Boye points out that not a single German has been reinstated and consequently the report is misleading. He takes exception to the *laissez-faire* attitude observed by the Peking Government towards the proposed reinstatement of Germans in the Customs. The Germans, he states, were dismissed in consequence of China's declaration of war against the Central Powers but not for misconduct or inefficiency. Although the Peking Government declared in October last that the Germans in governmental services would be reinstated, it has relegated the matter to the background and left the ex-German employees in the Customs in a very difficult position. In conclusion, the German Minister says that he hopes he may interpret the aforesaid report in the sense of an indication by the Peking Government of its intention to reinstate the Germans.

EXCLUSION OF ENEMY ALIENS.

CEYLON ORDINANCE TO BE EXTENDED FOR A YEAR.

A Ceylon *Gazette Extraordinary* contains the Draft of an Ordinance, further to amend the Enemy Aliens Ordinance. The power under the existing Bill to regulate the admission into, and the expulsion from, the Colony of former enemy aliens is based on August 29th. The legislation is to be amended so as to carry out the instructions which have been received from the Secretary of State that these powers should be retained for another year and that at the same time provision should be made for extending the duration of the Ordinance, from time to time, if need be, for such further periods not exceeding one year at each extension.

Power to make further extensions is to be given to the Governor in Executive Council, who may, from time to time by order to be published in the *Government Gazette*, direct that the Ordinance shall continue in operation for a further period. Such extended period is not to exceed one year at any one time.

BRITISH TEXTILE TRADE.

GOOD PROSPECTS.

In a recent Bradford despatch it is stated:—Generally speaking, the British cotton, yarn and cloth market has been more interesting during the last few weeks, and the tone throughout is not nearly so despondent as was previously the case, the encouraging yarn exports and the continuance of more satisfactory reports from the weaving districts having been entirely in accordance with the wishes of spinners.

To many buyers the advanced prices are not palatable, but there is less weakness altogether than there has been, and although there is much variation in the position of sellers, the necessity of paying substantially higher figures than were ruling a few weeks ago is a very real factor, which was to be recognized by buyers in all sections of the market.

With the increased demand for yarn which has recently made its appearance, spinners generally are more hopeful about arriving at a basis that will enable them at any rate to do business without loss, and there is no doubt that, with the removal of stocks and the readier disposal of current production, the situation is certainly sounder than was hitherto the case.

Yarn users have been promptly buying when cloth sales of any magnitude required covering. Bundles for export have been in moderate demand and with many sellers fairly well engaged, prices have been firm throughout. Egyptian spinners have been firm, and in some counts a moderately large business has been put through.

The firmness of prices in the cloth market has been a prominent feature during the week, and in several directions transactions of fair dimensions have been concluded. Manufacturers have throughout maintained that the determination to have better terms if they consent to do business, for yarns are not nearly so cheap and easy to buy as they were, and the reports respecting cotton have hardly been of the nature to encourage selling with the idea of covering to advantage later.

Many who have been deferring buying operations are now giving the matter serious thought, and the quantity of business being offered at something just under workable figures bears testimony to the probability of a considerably increased turnover before long.

The fact is that producers have done all the giving that can be expected of them, and with the sounder situation and the alteration in outlook as to the probable future course of prices, it seems that buyers will have to pay more if they obtain their usual supplies.

Lieut.-Col. A. F. Marchmont, D.S.O., M.O., 1st London Regiment, secured the coveted honour of King's Prize at Bisley. Both he and Armourer-Sergeant R. King, late Royal Marine Artillery, scored 230 points. In the tie Colonel Marchmont scored 11 points and Armourer-Forgeman King 10.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "HYSON"

are hereby notified that the Cargo will be discharged into Hobe's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Hobe's Wharf. The Cargo will be ready for delivery from Godown on and after 12th September. Optional cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 18th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st Oct., or they will not be recognised. No fire insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th September, 1932. [1483]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENUA, PORT SAID, COLOMBO & STRAITS.

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having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 18th Sept. 1932, at 8 a.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 18th Sept. 1932, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognised.

No fire insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 11th September, 1932. [1479]

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L. S. HOLM.
Hongkong, October 2nd 1930

Soon the Leaves

will wither and fall—

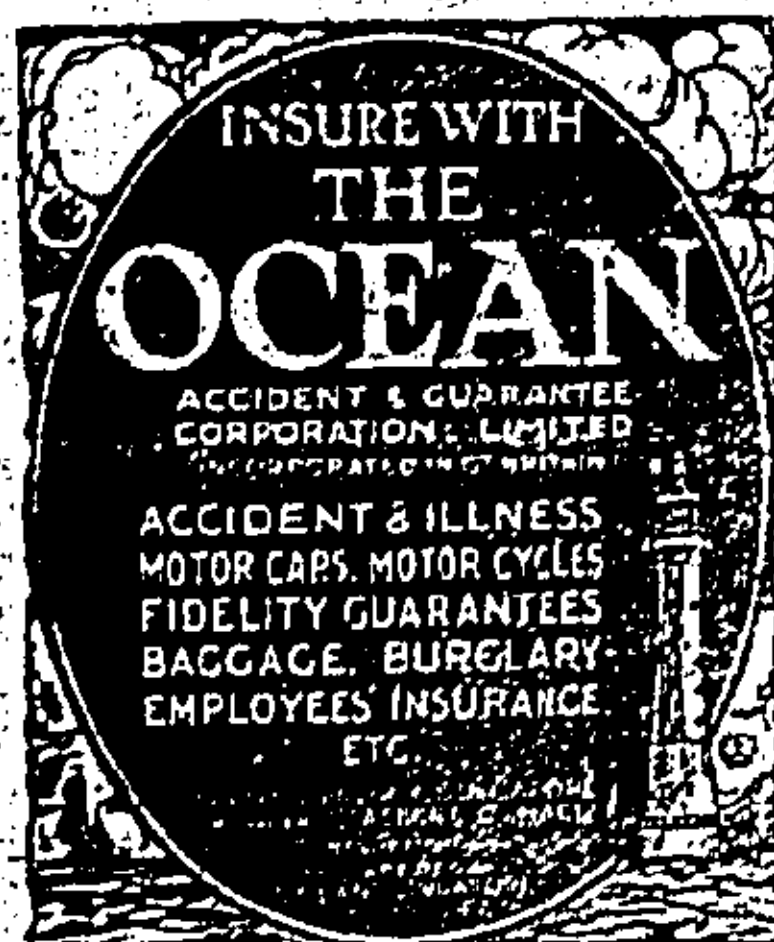
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PUBLIC WORKS IN HONGKONG. **FURTHER EXTRACTS FROM THE D.P.W.'S REPORT.** **WATERWORKS REVENUE.**

The actual expenditure on public works in the Colony of Hongkong last year was \$4,083,700. We supplement the extracts given yesterday from the Report of the Director of Public Works by the following further information gleaned from the Report:—

The revenue derived by the Government last year from waterworks amounted to \$609,410.03. Roughly half this sum was derived from the 2 per cent. rate, and the other half from excess consumption. The figures, which include for the first time the districts of Repulse Bay and Fanling show an increase on the revenue of the previous year amounting to \$50,085.33.

LAND SALES.

The revenue derived from Land Sales last year was \$2,918,036.07, and the actual amount paid into the Treasury during the year was \$1,634,097.55, or nearly six times the amount of the estimate, which was \$270,000. The difference is accounted for by the sale of the old Post Office and old Land Office sites, which were sold for \$1,502,310, but of this amount only \$218,000 had been paid in before the end of 1921.

APPLICATIONS FOR LAND.

So numerous, says the Report, were the applications for land in the year 1921—by far greater than in any previous year—that the Staff was very fully employed on the requisite surveys for sale plans, and on the preparation of lease plans. In view of this pressure it was considered desirable to form a sub-division of the office, administered by the Principal Land Surveyor, and under the direct charge of an Assistant Land Surveyor, for dealing with the Ordnance Survey work only, in order to secure the necessary assistance for carrying out the details of this survey. Chinese youths having sufficient mathematical application are being trained as Surveyors. This arrangement was nearly accomplished by the end of the year and appeared to be working satisfactorily.

BUILDING PLANS.

The year under review was, owing to the unprecedented boom in the building trade, the busiest in the history of the Buildings Ordinance Office, and its outstanding features was the very large number of domestic buildings dealt with.

The following is a tabulated statement showing the number of buildings, etc., for which plans were deposited during the year, the figures for 1920 being given in a parallel column for purposes of comparison:—

	1920	1921	Increase	Decrease
European houses	100	133	33	—
Chinese houses	580	988	408	—
Buildings and structures other than the above	70	171	7	—
Alterations and additions to existing buildings	2,101	2,375	474	—
Verandahs	230	444	214	—
Balconies	217	231	14	—
Sunshades	9	21	12	—
Arcades	—	1	1	—
Piers	—	6	6	—
Total	3,006	4,783	1,288	11

The number of plans approved during the year was 2,504, an increase of 526 over 1920.

Certificates.—The following certificates for new buildings were issued:—
160 under section 264 of Ordinance 1 of 1907, for 573 domestic buildings, of which 86 were European, and 487 Chinese dwellings.

78 for 102 non-domestic buildings. These figures show increases of 174 and 40 in the case of "domestic" and "non-domestic" buildings respectively.

IMPROVEMENTS OF PUBLIC STREETS.

The policy of requiring houses, when undergoing re-construction, to be built at a higher level where necessary in order to provide for the future raising of certain low-lying areas in Hongkong and Kowloon has been continued. In some cases, arrangements are made with owners whereby the ground floors of their houses are retained at their former levels upon their giving an undertaking to raise such floors when the raising of the street is carried out.

TESTS OF MORTAR.

Attention was given to the testing of mortar, 73 samples being taken from works in progress, but in no case was the mortar found to be below the accepted standard.

RECLAMATIONS.

The following is a statement of the private reclamations which were completed or in progress during the year:—

	Area in sq. ft.
N.K.L.'s 190 and 191, Lai Chi Kok (in progress)	618,000
Aberdeen E.L.'s 81 to 88, Aberdeen (completed)	165,000
M.L.'s 277 and 281 (additions to), North Point (in progress)	134,200
K.L.L. 1835, To Kwa Wan (completed)	87,100
K.M.L. 52 (additions to), To Kwa Wan (completed)	138,150
Q.B.M.L. (additions to), Quarry Bay (in progress)	33,600
S.L.L.'s 446, 447, 448 and 449, Shaikwan (in progress)	30,704
K.L.L. 1253, To Kwa Wan (in progress)	82,271

The areas stated are those of the lots, which in some cases extend further inland than old high water mark and are, therefore, not exclusively reclaimed from the sea.

In addition to the above, a little progress was made with the works in connection with the reclamation of about 213 acres of foreshore and seabed at the head of Kowloon Bay referred to in previous years' Reports.

IMPROVEMENTS OF PUBLIC STREETS.

A new sub-department has been created to deal mainly with resumptions for street improvement schemes. A schedule is given of some of these resumptions relating to the widening of Wanchai Road, Queen's Road East, and Central Des Vaux Road Central, Bonham Strand, the new Peak motor road from Wanchai Gap to Victoria Gap, and Shanghai Street, Kowloon.

In addition to the widening schemes included in the schedule referred to plans have been prepared and approved for widening numerous other streets.

The general policy adopted is to acquire the land required for widening purposes when rebuilding takes place. Queen's Road Central and Des Vaux Road Central are being dealt with in this way.

A list of the principal streets for which widening schemes have been approved during the year is given below:—

Queen's Road Central from Hongkong and Shanghai Bank to Central Market (amended line).
Queen's Road Central from Jubilee Street to Bonham Strand.
Bonham Strand.
Cathick Street.
Kowloon City Road.
Salisbury Road.
Hankow Road.

QUARTERS FOR EUROPEAN OFFICERS.

The cost of the erection of two blocks of four houses in Leighton Hill for European officers is shown as \$248,321.23.

The contract for these houses was let for \$18,331.55. All three houses were completed and occupied by December 30th. They contain the following accommodation:—Ground floor: Dining, drawing and sitting rooms and a large hall with kitchen, laundry and servants' rooms at the back. First floor: four bedrooms, bath rooms, and two dressing rooms. There are also verandahs on both floors and a drying room is provided over the kitchen.

The house erected to the East of R.B.L. 100, "Dunedin," under the supervision of Mr. John Duncan and from plans prepared by him was completed at a total cost of just under \$20,000.

Quarters for the Police Judge.—This work was carried out under the charge of Messrs. Denison, Ram and Gibbs with Messrs. Ng Mow Hing as Contractors. The building was completed and occupied by the end of September, consisting of a bungalow of the following accommodation:—Dining and drawing rooms; four bedrooms and three bath rooms, a fairly large hall and an enclosed verandah in the centre portion of the front. The usual servants' accommodation is provided at the back.

Homesite Site Houses.—This work was placed under the charge of Messrs. Little, Adams and Wood. A contract with Messrs. Kien On & Co. for \$177,000.08 was signed on the 21st Aug. for the erection of a block of six flats and four detached houses. The work was shortly afterwards commenced and by the end of the year a large amount of its preparation had been done and the foundations of the block of flats had been laid.

The expenditure on these quarters to December 31st, 1921, was \$228,551.57.

QUARTERS FOR SCAVENGING COOLIES.

A block of buildings in Hospital Road, giving accommodation for 192 scavenging coolies, and six foremen, together with the head foreman's quarters, a small detached building of two living rooms, bath room, kitchen, etc., cost \$153,067.01.

Quarters for scavenging coolies were also in progress of erection in Belchers Street. These will have accommodation for 141 coolies, 8 foremen and one head foreman, and in addition the building contains garages for the Sanitary Department's motor vans. The total estimate is \$135,000.

MARRIED QUARTERS FOR POLICE.

The estimates for the erection of this building in Caine Road was \$95,000. The building was nearing completion at the end of the year and \$92,312 had been expended.

ADDITIONAL QUARTERS AT HAPPY VALLEY.

On the two blocks of six terrace houses (12 in all) at Happy Valley the total expenditure was \$151,367.

A contract for Gardeners' quarters (providing for the accommodation of 3 married gardeners and 4 single ones) was let, but the amount is not stated. To the end of the year \$47,732 had been spent on the building. The estimate for 1921 for \$8,000.

GOVERNMENT HOUSE.

A tender amounting to \$40,250.42 was accepted for pulling down the old kitchen and outbuildings and erecting a new block comprising kitchen and servants' quarters. For pulling down part of the old stables and outbuildings, erecting a new block comprising a garage, laundry and custodian's quarters and forming a new carriage drive and entrance gates, a tender amounting to \$50,449.21 was accepted.

THE HOSPITALS.

A contract for the new maternity block at Victoria Hospital and extensions to the existing building was let for the amount of \$130,327.

For the construction of an Outpatients' Department at the Government Civil Hospital a tender of \$27,104 was accepted.

(Continued at foot of next column.)

YOUTHFUL GODOWN KEEPER'S ROBBERIES.

BRANDY AND MILK (CONDENSED).

The question of placing youths in positions of responsibility was raised at the Magistrate's yesterday afternoon, by Mr. Leo Longinotto, who appeared for the defence, in a case in which the defendant, a young Chinese, named Leung Kin Mau, employed as a godown keeper, was charged with the theft of ten cases of condensed milk, the property of the American Milk Products Corporation. Charges of stealing large quantities of brandy, champagne, wine, perfume, face powder and hair lotion, the property of A. P. Lapique & Co. were also preferred against the defendant.

The theft took place between July 15th, 1922 and August 23rd at a godown, at No. 5, New Praya West, where the defendant was employed as godown keeper.

Mr. Longinotto told the Magistrate (Mr. T. W. Ainsworth) that he pleaded guilty to the charges. There was no disputing that this boy took the goods, but he thought it was more a case of "swank" than vice. The defendant had told him that the most of the liquor stolen was brandy "and I must say," continued Mr. Longinotto, "his selection of brandy is rather to his credit." He had got a very responsible job for his age, looking after a godown with a lot of valuable stuff. Whether the firm was justified in giving such a responsible job to this lad was a matter for his Worship to decide.

This lad, said Mr. Longinotto, had many friends. Chinese Civil servants who used to call upon him, looking for a drink. That was how most of the wine went. The defendant did not get any money out of it. He just wanted to show off what a fine job he had. He was only a lad, 21 years, according to Chinese reckoning. If he was sentenced for imprisonment he would be made a criminal; if, on the other hand, he was fined, the fine would be paid by his father. "Hiding" could be ordered which was a youth really deserved. "If your V. S. ship gives him a good talking to and a good whipping," Mr. Longinotto said, "he will probably leave the Court with all sorts of good resolutions. The defendant has had his punishment for during the several adjournments of the case he has had hanging over his head the horror of imprisonment. I am not arguing for the sake of a fee," concluded Mr. Longinotto, "because I get none. I am appearing really as the friend of the defendant's father, rather than as a solicitor. His father is a most respectable man, a contractor."

In reply to the Magistrate, Mr. Longinotto said his client was born in Hongkong. "The complainants could afford to lose this stuff," the solicitor added.

Mr. D. H. Blake, for the prosecution, said: I quite appreciate, and I am sure that my clients do, that the defendant is but a youth. He is, however, well-educated and should have known better. He may or may not have given away the wines and perfumes to his various friends, "cracking a bottle," as my friend put it, but he has a position of great trust. He has broken that trust. He has also done away with 10 cases of condensed milk, valued at about \$100. I leave the matter entirely in the hands of your Worship. I am not pressing for a heavy penalty.

Mr. Longinotto asked the Magistrate to express an opinion as to whether employers were justified in employing "a little bit of a boy as a godown keeper." It was not fair to the defendant that this temptation should have been put in his way. This was the sort of thing that made criminals.

Mr. Blake said that he was quite prepared to put a representative of the Firm in the witness-box to prove that the youth was highly recommended by responsible people. It was no good saying that he was a strip of a boy. There were many boys of that age in China and Hongkong who had more responsible jobs.

The Magistrate said that as the defendant had entered a plea of guilty he had no option but to send him to prison. "In view of the enormous amount of stuff stolen he would send the defendant to prison for six weeks' with hard labour."

PROJECT FOR DEVELOPING BUILDING SITES.

The road, contouring the hillside in Wong-neichong, and Tai Hang Valleys (Extension to Jardine's Lookout Hill) forms part of the project commenced in 1918 for the purpose of developing building sites in the two valleys above mentioned. A contract was let in September, 1921, for a length of about half a mile of a 20 foot road from the tunnel outlet to Broadwood ridge, and substantial progress had been made by the close of the year. In connection with this undertaking a trace was cut from Broadwood ridge to a point near Tatum Gap, where it is proposed that this road should terminate and a branch trace to join Shau-kiwan Road at Quarry Bay, was also cut. The expenditure to December 31st, 1921, had been \$154,020.

GRUESOME DISCOVERY AT SHAM SHUI PO.

CHINESE FOULLY DONE TO DEATH.

The dead body of a young Chinese, who had been foully done to death, was found in an isolated spot on the reclamation, at Sham Shui Po, by an Indian constable on Tuesday night. The constable stumbled against something in the dark, and flashing his lamp on the prostrated form on the ground, he discovered that it was the dead body of a young Chinese, aged about 26 years. There were numerous stab wounds all over the body, and a deep gash on the left side of the neck, which had probably caused death. In the dead man's right hand was clasped a dagger. The ground round about showed evidence of a fierce struggle having taken place. A little distance from the body the constable discovered two blood-stained daggers lying on the ground, giving the impression that the fight was an uneven one, and that the deceased had been attacked by at least two men. The dagger in the deceased's hand gave the impression that he had engaged in a grim mortal combat before he received the fatal wound, but, on the other hand, it might have been placed in his hand by one of his murderers before running away from the scene of the murder.

The constable telephoned to the Sham-shui-po Station, and the Inspector-in-Charge had the body removed to the Kowloon mortuary.

The motive for the murder is unknown. It is certain that it could not have been robbery, as money was found in the deceased's pocket. The body has not been identified.

CRUELTY TO FOWLS.

ANOTHER MEMBER OF THE S.P.C.A. FINED.

Mr. N. E. Smith, at the Magistrate's yesterday, fined a stall-holder \$15 for cruelty to some fowls by not providing them with water. The holder of the stall, at the Saiyungpan Market, complained that no notices had been posted up in the market instructing stall holders as to the regulations. He said that it was unfair to summon a man without first letting him know what was required of him.

Mr. G. R. Sayer, of the Sanitary Board, who was present in Court, said in reply to the Magistrate that he thought copies of the regulations were posted up in all the markets.

Inspector Fisher, of the S.P.C.A., said that DE Gibson had explained to all stall holders before, that water must be provided for fowls, and must be changed three times a day. When he visited the stall on a previous occasion, he found that the regulations were not complied with, and he had an order issued to the defendant, through the Sanitary Board, requiring him to keep the water cans constantly filled with clean water. When he visited the stall again, the cans were not filled, but the defendant had them filled when he saw him approaching. The Inspector added that the defendant ought to have known well enough what was required of him, as he was a member of the Society.

Two stall holders of the Wanchai Market were fined \$10 each for similar offences.

THE KWANGTUNG SITUATION.

THE PROVINCIAL BANK NOTE BAROMETER.

The Canton Times, in a leading article, says:—

A short while ago, the Provincial notes took a steady rise toward normal and reached the high points just on the day of the inauguration. Since then the notes have been taking a downward course and there are plenty of prophecies that the value will get as low as fifty per cent. This turn of events is largely caused by a combination of factors which may not be so easy to explain. Some factors like the attempts of various military generals to resign, the lingering scepticism of the merchants and citizens, the presence of so many soldiers in Canton, the incomplete appointment and assumption of office of both the military and civil officials, and the somewhat slow unfolding of the Governor's policy, are causing no small amount of concern and restlessness to the community. When to these is added the pernicious spread of wild rumours of every sort, one can readily understand that the air is not all clear yet.

It is a peculiar phenomenon that the aftermath of war instead of smoothing all things seems to complicate matters. Before the Chihli-Fientien war, the issue in the North was clear that reunification must be brought about by a representative national conference, but after the war the whole affair has become more complicated than ever. In the great European War, the question was quite clear that the nations were fighting for the cause of humanity but after the close of the war, the complications have been such that to this very day they have been unable to disentangle. An like manner the struggle in Kwangtung has become quite complicated after the cessation of hostilities. We must therefore keep our minds steady and our hearts confident.

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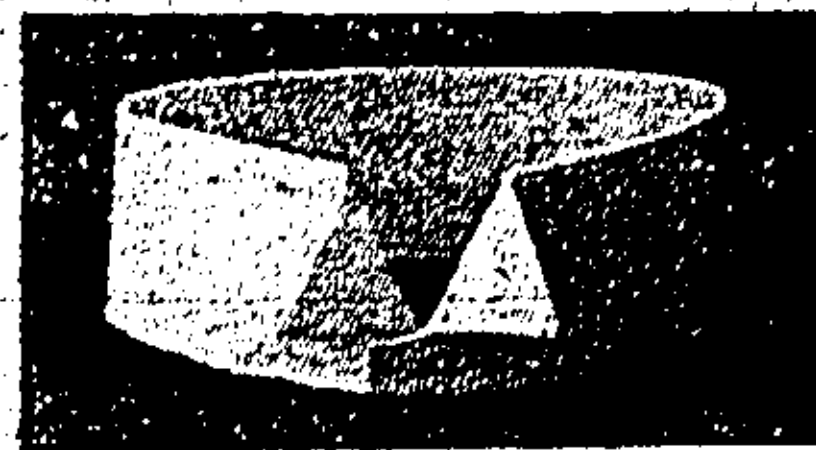
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That is one of the exciting incidents in the picture, "Heart, O' The Hills," the current production of the Coronet. Mary Pickford, the part of the little mountain girl, has all the sympathy and charm that the picture demands. The last screening is to-night.

CABLES.

THE NEAR EAST CRISIS.
SMYRNA SYSTEMATICALLY LOOTED BY TURKS.

LONDON, September 12th.
Delayed accounts of the entry of the Turks at Smyrna show that it was followed by considerable disorder during the first thirty-six hours. The bazaars were systematically looted, practically every shop in the Armenian quarter, except those which are foreign-owned, were emptied. Order has since been restored and arrangements are being made to repatriate refugees.

The Allied naval detachments have been reorganised.

CAUSE OF GREEK FAILURE.

It appears that notwithstanding the breaking up of the Greek resistance in face of the Turkish advance the former's evacuation of Smyrna was well organised and the base depots thoroughly cleared. The Greek failure was apparently largely due to a general strike by the rank and file, intensified by lack of confidence on the part of the officers in General Hadjiametis.

FRANCE AND BRITAIN AGREE REGARDING FREEDOM OF THE STRAITS.

LONDON, September 12th.
France has officially signified her agreement with Great Britain on the subject of the freedom of the Straits and expressed her readiness to discuss any settlement providing legitimate Turkish aspirations are safeguarded.

EARLIER CABLES.

THE TREATMENT OF PRISONERS.

CONSTANTINOPLE, Sept. 12th.
Brussa, which was first occupied by Komalists and then abandoned, was yesterday definitely occupied by the Kemalists. The Greeks got away via Mudania and have been transported to Rhodes.

The inter-Allied military mission and two companies of French infantry have landed at Mudania to maintain order. The Turkish prisoners interned under alleged unhealthy conditions at Old Palaeum and Larissa are transferred elsewhere, all the Greek prisoners, including Generals, will be identically treated.

ENSURING THE FREEDOM OF THE STRAITS.

PARIS, September 12th.
A French semi-official statement says a Note was presented at the Quai d'Orsay today declaring that the British Government reckons on the help of its Allies to ensure the defence of Constantinople and the Gallipoli Peninsula. The Note proposes that urgent and military questions should be momentarily entrusted to the Allied High Commissioners at Constantinople. The French Government will probably decide on September 14th, the nature of its replies to Britain and Italy. The statement adds that, without prejudice to Thursday's decisions or measures which may be contemplated, it is already certain that the French Government is as much attached to the principle of the freedom of the Straits as the British Government.

ST. LEGER PROBABLES.

REVISED LIST OF STARTERS AND JOCKEYS.

LONDON, September 12th.
The revised list of St. Leger probabilities is: Aggro (McLachlan), Buckwood (Whalley), Baton Rouge (Evans), Bucks Hussar (Childs), Cadeb (Hulme), Carpathus (Jedson), Ceylonese (Frank Bullock), Ceyronian (Cushake), Diligence (Lano), Dark's Green (Brennan), Fred Power (Donoghue), Galloway Prince (Clark), Gauriskankar (Winkfield), Harpenden (Jellis), Preston Grange (Archibald), Ramus (Garnier), Irish Battle (Herbert Jones), Royal Lancast (R. Jones), Silvanus (Gardner), Re-Echo (V. Smyth), Villars (Beary), Werwolf (Griggs), Samhefin (—), and White Satin (Gray).

SILVANUS SCRATCHED.

LONDON, September 12th.
Silvanus was scratched at 10 p.m. yesterday.

THE BETTING.

The betting is: 7-1 against Fred Power; 8-1 Villars; 10-3 Silvanus; 10-7 Diligence and Ceyronian; 25-1 Ceylonese; 100-3 Royal Lancast, Re-Echo, Aggro, and Baton Rouge.

U.S.A. CONGRESSIONAL ELECTIONS.

REPUBLICAN VICTORIES.

PORTLAND (Maine), Sept. 12th.
Congressional elections for the State of Maine, which is traditionally regarded as a barometer for voting in other States, resulted in the re-election of the Republicans, Senator Hale and Governor Baxter, as well as four Republican representatives, but the majority were decidedly below those of the Republican candidates in 1920.

THE RUBBER RESTRICTION QUESTION.

MEETING AT COLONIAL OFFICE.

LONDON, September 12th.
Sir James Stevenson presided at a meeting of the Rubber Committee at the Colonial Office to consider a resolution by the Rubber Growers' Association which favours a restriction scheme provided that voluntary assistance of the interests operating in the Dutch East Indies and elsewhere is adequately obtainable. The resolution urges that if the export duty scheme is adopted, the maximum duty on the lowest percentage of standard production should be fixed at the lowest possible rate, in order to avoid further heavy taxation of producers. It proposed that producers should be consulted in the settlement and administration of the scheme. The Rubber Shareholders Association approved the Association's recommendations and urges prompt action.

Sir James Stevenson, interviewed after the meeting, declined to say anything until he had consulted Mr. Churchill, who, he said, is keenly interested in the solution of the problem. Sir James Stevenson pointed out that the Colonial Office had to consider the effect of restriction upon the development of the rubber producing colonies as well as the immediate prospective relief to rubber interests.

THE IRISH POSTAL STRIKE.

PUBLIC WITHOUT LETTERS, TELEGRAMS AND TELEPHONES.

LONDON, September 12th.
The postal strike is now general throughout South and West Ireland, the Government trying to maintain a restricted service; but residents of Dublin are practically without letters and telegrams while the telephones are out of action. Conditions are even worse in the rural districts, owing to interruption of communications through the irregular destruction of lines. Trade is suffering heavily.

EARLIER CABLES.

THE MANUFACTURE OF MORPHIA.

LEAGUE OF NATIONS TO RECOMMEND LIMITATION.

GENEVA, September 12th.
The Fifth Commission has agreed to recommend the League to request the States adhering to the Opium Convention to take immediate measures to limit the manufacture of morphia.

M. Ador (Switzerland) declared that the Federal Council would introduce the system of import certificates proposed by the League as soon as the Opium Convention of 1912 had been adopted by the Federal Assembly.

PREMIER TO ATTEND NEXT L.O.N. MEETING.

PRONOUNCEMENT ON THE ECONOMIC SITUATION.

GENEVA, September 12th.
Mr. Lloyd George is expected to attend the Assembly of the League of Nations next week. Signor Schanzer and M. Viviani are also expected.

GENERAL DISARMAMENT CONVENTION APPROVED.

GENEVA, September 12th.
The Third Commission Assembly has approved of the proposal by Lord Robert Cecil, in favour of a scheme for a general disarmament convention.

THE NEW DUTCH CABINET.

ONLY TWO NEW MINISTERS.

THE HAGUE, September 12th.
M. Eys de Beerensbroek has formed a new Cabinet, with M. Karnebeck as Foreign Minister, M. Westerveld as Minister of Navy, M. Vandyk as Minister of War, and M. de Graaf as Minister for the Colonies.

There are only two new men in the reconstructed Cabinet, namely M. Westerveld (Marine) and M. Vandyk (Waterways). Negotiations have been proceeding since the elections in July, which increased the Right Coalition's majority in the Second Chamber to twenty.

LORD NORTHCLEIFF'S ESTATE.

PROVISIONAL VALUE OF TWO MILLIONS MAY BE DOUBLED.

LONDON, September 12th.
Lord Northcliffe left personal estate of the provisional value of £2,000,000. The lawyers explain that this does not mean that the total value will not be double.

THE "HAMMONIA" DISASTER.

PASSENGERS RESCUED IN A GALE.

LONDON, September 12th.
The worst scenes in my experience, said Captain Day, of the *Kinfauns Castle*, whose long record at sea includes the saving of four ships' crews, on arrival at Southampton from Capetown this morning with survivors from the liner *Hammonia*. The Captain estimated that 50 or 60 lives were lost before the *Kinfauns Castle* arrived on the scene. He saw several dead bodies floating in the water. He said he would never forget the dreadful scenes during the eight hours the *Hammonia* was standing by. The majority of the passengers were Spanish workers with their families, hence an accurate list of the missing was difficult to obtain.

Captain Day said at ten o'clock in the morning he received the "S.O.S." signal. There was a strong north-easterly gale, with heavy sea. He altered his course and reached the *Hammonia* at noon. He found her on one side sinking, and around her were many overturned boats and rafts with people clinging thereto.

The *Kinfauns Castle* launched six lifeboats which were kept very busy rescuing throughout the afternoon under most difficult conditions. Meanwhile the steamers *Eudelia*, *Soldier Prince*, and *City of Valencia* arrived and participated in the rescue. The last of the *Kinfauns Castle*'s boats left the *Hammonia* at 6.20 in the evening, with the German captain and officers. Six minutes later, the *Hammonia* foundered.

The Captain of the *Hammonia*, interviewed, was unable to account for the disaster. He found the water coming in and decided to send the "S.O.S." in view of the weather. He said everybody aboard was accounted for except fifteen.

MORE SURVIVORS.

GIENNAULT, September 12th.
The steamer *Soldier Prince* has arrived here and landed 40 passengers and 21 crew, non-British subjects, from the *Hammonia*.

HOLLAND'S QUEEN IN SWEDEN.

MUTUAL INTERESTS AND ASPIRATIONS.

STOCKHOLM, September 12th.
The King in cordially toasting the Queen of Holland at a banquet in the palace, referred to Swedo-Dutch solidarity of interests and aspirations as a reason for affording mutual help in safeguarding their interests and contributing to the maintenance of peace and composure of international differences.

U.S.A. TARIFF BILL.

EXPECTED TO YIELD BIG REVENUE.

WASHINGTON, September 12th.
It is roughly estimated that the Tariff Bill, as agreed to by a joint Conference of both Houses, will raise four hundred million dollars annually. Experts say the level of rates therein are slightly below the last Republican Tariff Law, but considerably above the Democratic Law now in force.

BELGO-GERMAN NEGOTIATIONS.

BELGIUM CLAIMS GUARANTEE BONDS.

BRUSSELS, September 12th.
Following a breakdown in the Belgo-German negotiations in Berlin, the Belgian Minister has notified the German Charge d'Affaires that the Government has decided to claim that Germany guarantee Treasury Bonds for the September and October reparations instalments by a gold deposit lodged in a bank acceptable to Belgium.

S.S. "BANTU" GOES ASHORE.

BOUND FOR THE FAR EAST.

LONDON, September 12th.
A message from Capetown says the steamer *Bantu*, bound from America to the Far East, went ashore during a fog on Robben Island but was got off with assistance. She sustained damage in two holds, which are leaking.

U.S.A. WOODEN VESSELS SOLD.

SHIPPING BOARD INCURS HEAVY LOSS.

WASHINGTON, September 12th.
The Shipping Board has accepted a bid of \$750,000 for 226 wooden vessels built during the war at a cost of \$300,000,000.

BRITISH CONTRACT WITH RUSSIA.

LONDON, September 12th.
Mr. Leslie Urquhart, interviewed by Reuters, said the British Government had agreed to the signature of the contract which he has made with M. Krassin, on behalf of the Russo-Asiatic Consolidated Co., whereby the latter obtains a 99-years lease of properties in the Urals and Siberia.

BRITISH BOARD OF TRADE RETURNS.

IMPORTS INCREASE, EXPORTS DECREASE.

LONDON, September 12th.
The Board of Trade returns for August show that imports totalled £22,631,000, an increase of £277,000, compared with July; whilst exports totalled £20,632,000, a decrease of £398,000.

(Continued at foot of next column.)

FAR EASTERN CABLE NEWS.

LIQUIDATOR'S DISCLOSURES.

LONDON, September 12th.
Dr. Fisher, official liquidator of the Far Eastern Bank and the International Exchange, has made a statement to the *Evening Star* that as the result of his investigations he found the Bank had lost heavily in exchange and also in gold bars. The total liabilities are not known. The Bank had very few banking clients, dealing almost entirely in gold and silver speculation. The Bank also has large outstanding accounts with the Hongkong, International, Chinese-American and other banks.

DISCREPANCIES WERE ALSO FOUND BETWEEN THE ANNOUNCED AND THE ACTUAL PAID UP CAPITAL, THE EXTENT OF WHICH IS INVESTIGATING.

The International Exchange similarly showed a discrepancy.

Under Italian law, the original shareholders are liable for the unpaid capital and therefore may be forced to pay up the amount, estimated at \$20,000,000, for both institutions.

THE GUARANTY TRUST FRAUD.

SOME STARTLING REVELATIONS FROM PEKING.

PEKING, September 12th.
With regard to the Guaranty Trust fraud, it appears that telegrams signed by Robert Hilliard were handed in at the Hankow Telegraph Office at the end of July. They were in Guaranty Trust Company's code and ciphered by a text key, which has now been superseded, and called for payment in London of £31,730 to Max Elliott (alias Pearce, alias Pearce, alias Shabin, who posed as Manager of the International Trading Company of Vladivostok in Peking) for account of Chester James, Legal adviser to the Wuchang Civil Governor.

The money was paid to Elliott, who retained £25,000 remitting the balance of £6,730 to Asia Banking Corporation to be paid to Chester James, who was posing as a partner in the firm of Hilliard and James, engineers of Peking. James was seen at the Peking Club, but was not introduced thereto.

The fraud was carefully concocted, involving a forged letter of introduction. A sum of £15,000 has been recovered. The loss is covered by insurance. On behalf of the Guaranty Trust, the Asia Banking Corporation offers a reward of \$5,500 for information leading to the apprehension of the criminals.

MANILA BANKER ACQUITTED.

ALLEGED MISUSE OF FUNDS.

MANILA, September 12th.
Venancio Concepcion, ex-president of the Philippine National Bank, was acquitted by the Supreme Court of a charge of misuse of the Bank's funds. The Court's vote was five for acquittal, four dissenting and holding that the Lower Court's verdict, sentencing Concepcion to a fine of \$2,500, should be affirmed.

Concepcion is under sentence of two years' imprisonment for misuse of the Bank's funds on another count.

[The *Manila Times* reported that Judge Mariano H. de Jova, of the Court of First Instance, Manila, declared Manuel S. Concepcion, son of General Venancio Concepcion and former vice-president and later assistant general manager of the Philippine National Bank, guilty of the charge of estafa filed against him by the City Fiscal. Judge de Jova sentenced Concepcion to two years' imprisonment and to indemnify the bank in the sum of P.40,250.]

RUSSO-JAPANESE RELATIONS.

JAPAN LIKELY TO ENTER INTO DISCUSSIONS WITH SOVIETS.

TOKYO, September 12th.
The Cabinet has considered the questions referred from Changchun, where the decision is reliably believed to be that Japan is willing to discuss subjects concerning herself alone, with representatives of All Russia, provided such subjects do not go beyond the scope of the principles of the Dairen draft agreement.

RECRUITS FOR CHINA INLAND MISSION.

LONDON, September 12th.
A dozen recruits for the China Inland Mission were given a farewell at a crowded meeting in London.

MESOPOTAMIA REINFORCEMENTS.

REPORT OFFICIALLY DENIED.

LONDON, September 12th.
It is officially denied that the military garrison in Mesopotamia is being reinforced.

MRS. HARDING PASSES ORISIS.

NEW YORK, September 12th.
It is officially stated that the crisis in Mrs. Harding's illness seems past.

SCOTTISH LETTER.

THE PRINCE OF WALES AND ST. ANDREWS.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, August 2nd.

It is understood that the Prince of Wales will be asked to accept the Lord Rectorship of St. Andrews University on the expiry of Sir James Macdonald's term of office in October.

His decision in the matter will not be made known till the end of September, when he will "play himself in" as Captain of the Royal and Ancient Golf Club.

The "playing in" ceremony is a short one. The new Captain strikes the first (and only) ball for the William IV. Gold Medal. On January 6th, 1837, our Sailor King's secretary wrote: "I have the honour to transmit with green riband, which His Majesty desires you will present in his name to the Royal and Ancient Golf Club, and which he desires should be played for annually. The King orders me to add that His Majesty has great satisfaction in availing himself of this opportunity to evince his approbation of that ancient institution."

The visit of the Prince to Scotland will revive, if only sentimentally, a number of interesting titles. According to the terms of the Scottish Parliament Act of 1469 the Prince is Duke of Rothesay, Earl of the Fife and Baron of Renfrew in the Peerage of Scotland. He represents the ancient line of the Royal Stuarts in being Grand Steward of the Scottish kingdom, and as "Lord of the Isles" bears a great poetic title.

THE MID-SCOTLAND CANAL.

The Mid-Scotland Ship Canal scheme is to have no rest. It has been taken form in the imagination of so many people that until now it is taken up as an item in the defensive works of the country, it will continue to be discussed and to be insisted upon as a necessity by innumerable bodies who have one eye upon commercial possibilities and the other upon Imperial needs. The National Association, which has taken the canal under its wing is again praying the Government the desirableness of moving forward with the undertaking, and they make much of the remunerative employment it would furnish to the army of labourers at present living on the dole. This is a new string to the promoters' bow; before the war they could only urge Imperial and commercial demands. Whether or not some say it does not position or not—some say it appears to be un-convincing that had the canal been in existence in 1914 it would have more than paid for its construction during the four strenuous years that followed.

THE END OF THE DAY.

Lady Sybil Grant, Lord Rosebery's eldest daughter will shortly publish a new book which she calls "The End of the Day," a collection of essays, observations, and fragments of verse. The leading essay, "The Usen Presence," deals with the death in action of Lady Sybil's brother, Mr. Neil Primrose, and her belief that those who love him have not altogether lost him.

THE NEW POOL.

At a popular coast resort on the West Coast of Scotland there arrived in a rather stylish motor car, a mother and three daughters, and they had afternoon tea in a fashionable tea-room. A feature of the bill of fare was Peche Melba, and the girls decided unanimously that mother should "rise" to one each. "Please yourselves," she said; "if it's to be Peche Melba then can be no run on Sunday. I simply can't afford both peaches and petrol. So which will it be?" The note went in favour of petrol and the Sunday outing.

THE SCOT SCORES.

The Scots are always a target for cheap humour in the law courts. But in the course of a criminal appeal, the Lord Justice Clerk, "got off" a new remark on behalf of the race from which he has sprung, and the case has been heard at Maidstone, and counsel suggested that the Kentish jury were very confused at the end of the trial. "You would not expect them to give so keen an attention to the laws of property as dwellers in the Highlands," observed his Lordship. "At any rate," observed counsel (rather off the point), "one receives more attention in Scotland if one is wearing a kilt." "Ah," observed Mr. Justice Darling, "that is Englishman."

SCOTTISH GOLF CHAMPIONSHIP.

The newly constituted Scottish Golf Union is to be warmly congratulated on the result of its endeavour to establish a properly organised championship restricted to the amateur golfers of Scotland. While excellent work was done for the encouragement of native players by the promoters of a so-called amateur championship, it required the imprimatur of a fully representative body such as the Union to ensure that the winner was entitled beyond question or challenge to be the Amateur Champion for Scotland. The contest on the historic Old Course of St. Andrews is universally acclaimed a complete success. It was the best representative character of the entry. The time of year suited the arduous class. Many who would otherwise not do so have been induced by the competition occurring in the holiday season to try their measure against players of prominence and repute. If the outsiders have not been enabled to produce a champion they have at least shown that there are some promising players among them. For these the championship has provided an introduction to "big" golf; they are now "blooded," and they should have confidence to go further.

CONCERNING THE PUTT.

It was interesting to notice at St. Andrews the wide divergence of views in regard to remedying a putt. A championship in which players come from all over the country brings together men whose notions, based on the practice of their different districts, are diametrically opposed. There were men who knocked their opponent's ball away even though the putt was eighteen inches or two feet. Burrell, of Troon, gave his opponent what seemed an absurdly generous putt at a most critical period of the game—on the 19th green in fact. Other players insisted on putting from a distance of a few inches. The proper thing, of course, is for all putts to be holed out. The second ball should be in the bottom of the cup before a half can be called. This is the only way to avoid the unpleasant attitude

created when a player who moves in a crotchet of "putt conceders" is asked to hole out on every green. He is apt to regard his partner as a mean sort of man, who wants to win by hook or crook. And spectators should not sneer, as they often do, when a player insists on his opponent putting the short ones.

GOSSIP FROM THE OLD COURSE.

A Glasgow golfer at St. Andrews was drawn in the Scottish Amateur Championship against a member of the Royal and Ancient. The St. Andrews golfer was hilly of form, and received a severe drubbing. At the close of the round the victor invited his victim into the Royal and Ancient Club-house, there to dispense a little consoling refreshment. "What will you have to drink?" he blithely asked the man from Glasgow. Back came the lugubrious reply, "Laudanum."

Quite a number of championship aspirants felt in the same mood after Fortune had "done" them "dirty." Hugh Higgins, of Prestwick St. Nicolas, had most certainly a grievance about the number of strokes that came his way. Altogether he got six. It is after an experience of this kind that a player is in a proper position to voice his feelings about the place of the stymie in the scheme of competitive golf.

In a course like St. Andrews, with its big double greens, some whoopsters of putts were sunk last week. The palm went to the player whose ball landed at the wrong end of the double green. He putted it vigorously, it had a good run, and in the end, popped into the tiny in the little hole. Naturally tickled to pieces with his success the player thought that, as it might be his only thing in the championship to boast over, he would step the distance: he did so, and returned it as 42 yards!

OBITUARY.

Sylvester Rait Kerr, who was found shot dead on the lawn in front of his residence at Rathmore, Edinburg, King's County, about 20 miles from Dublin, was a native of Dundee, and the proprietor of the Rathmore estate, Broughty Ferry, Dundee. There were land and other disputes in King's County, and a notice was found on Mr. Kerr's body stating that his servants and himself suffered great persecution; that people wanted to put him out of his land and his residence; and that he would not submit to their tyranny. Mr. Kerr was the son of Mr. William Kerr of Finlary, a well-known citizen of Dundee, and his estate of Forthill, Broughty Ferry, is largely leased, one part of it being the ground of the Forthshire Cricket Club.

Sir James Tolme Naesmyth of Passa, Peeblesshire, seventh Baronet. The family, since the days of James III. of Scotland, have displayed two broken hammers, and by a curious coincidence, some centuries later, a coat of the family, James Naesmyth, was the inventor of the steam hammer. Another member of the family was Patrick Naesmyth, the landscape painter, known as the "British Hobbeins."

WHAT SICKNESS COSTS THE NATION.

Sir Kingsley Wood, M.P., of the Health Ministry, speaking at a meeting of the Faculty of Insurance at Leeds, said people were living longer to-day. There were some 600,000 people in England and Wales over 70 years of age and 60,000 persons over 85. On the other hand, in 1920 200,000 deaths occurred of persons under the age of 45—some 44 per cent. of the total number of deaths. The chief causes of mortality to-day were bronchitis, pneumonia, tuberculosis, and chills, particularly diseases of the nervous system. Cancer also stood high on the list. There was a wide prevalence of ill-health due to general sickness. Over £3,000,000 was paid every year for sickness benefit on this account to men alone. There were 14,000,000 weeks' work lost on an average each year through sickness amongst the insured population only—a loss to the nation equivalent to the work of 270,000 persons.

THE APPROACHING ECLIPSE OF THE SUN.

The eclipse of the sun, which will be visible throughout the whole of Australia and Tasmania on the afternoon of September 21st, will be studied by several scientific parties, says the *Brisbane Courier*. The principal of these will be located at Wallall, in Western Australia. This will be led by Mr. Campbell, director of the Lick Observatory, Mt. Hamilton, California, and will comprise 24 scientists from Great Britain, America, and India. Another observation station will be at Cordillo Downs, in Central Australia, where Mr. Dodwell, Government Astronomer of South Australia, will be in charge. As already announced, Professor Cooke, Government Astronomer of New South Wales, will make observations at Goodindindi. A party from Victoria will also be stationed there. This latter, according to the *Age* will unofficially represent Victoria. "It has been made possible," writes that journal, "through the generosity of a well-known citizen of Melbourne, who, recognising the importance and value of scientific research, has made available a sum of money to defray the expense of the undertaking." Dr. Baldwin, the Government Astronomer of Victoria, will be in charge of this expedition, and he will be busily engaged in securing photographs of the solar corona. A number of people from Melbourne have indicated their intention to go to Stanthorpe (Q.), about thirty miles north from Wallall, on the main Sydney-Brisbane railway line, to witness it. The eclipse will also be seen from an ordinary sightseer's point of view at Tenterden and Warwick, which are quite accessible. Along the zone of totality the eclipse might be seen to greater advantage the farther westward the observer travels. Therefore at Cordillo Downs it will be far better from a scientific point of view that it be observed at a very large partial eclipse will take place at Brisbane, where the sun will be obscured with the exception of a very narrow crescent.

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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.]

PARIS, August 18th.

A spirit of mischief has Paris under its spell just now. It is trying to play all sort of tricks upon busy people, and upset the equilibrium of those exalted personages—the great dressmakers of the rue de la Paix—when they are at their last gasp, finishing off their winter collections. It does its best to start rumours that have no truth in them, and to let out their most precious secrets, telling wonderful tales of eccentricities and styles they have planned for their winter models.

This is the great month when Paris is full of foreign buyers of women's clothes. They do not come singly but in battalions, and sit in stuffy salons for hours on end criticising frocks and cloaks, in fact all that pertains to my lady's wardrobe. Every day—three times a day, sometimes—they go and see mannequins parade at some famous house or other. The spirit of mischief is always thereby, too, trying to upset their calculations, by whispering that there are better things next door, while the most exclusive will be found round the corner.

The task of the buyer this autumn is a difficult one. There are so many delightful things to choose from. The materials, as a start, are gay, and some of them brilliant in colour. They have a soft velvety surface to them, which is nice to touch and gives one a warm and cosy feeling. Many are so luxurious in themselves that they will not need any trimming. Others have a more sombre appearance, and will lend themselves well to the ingenuity of the embroiderer who designs bold as well as discreet patterns.

Coloured clothes were worn in Paris much more last season than they had been for many a summer. The Parisienne, however, always had a black dress or two to fall back on. She will have the same this winter, but the changes are that she will enliven it with some bright note, and for this purpose the silk merchants have produced some delightful satins and silks in the most exquisite colours.

Almond green goes well with brown or black cloth or any of the silk crepe materials. Cerise and orange are allied to navy blue, and lavender with grey or purple. The Parisian dressmaker cannot be beaten in her skill for blending successfully, and she often gets her greatest effect by a veining rather than a splash of colour.

The quietest of all imitation furs, *agouti*, has been improved upon this autumn, thereby making the "impression of baby lamb" more forcible than ever. In grey and beige it is a happy choice for making the short hip coat that is worn in the Bois for the morning walk, with a plain cloth skirt beneath it. It is much lighter to wear than fur, and is extraordinarily becoming when it buttons high up round the throat, fastened by one or two large fancy buttons of the same metal or material as the narrow waistbelt.

The hat to go with it must be of medium size, and should match the colour of the jacket. Panné and velvet hats that set well down on the head are the most practical for such a purpose. A bright feathered or metal bird—reared in an *atelier*, not in a nest—is perched on the crown at rather a jaunty angle. For those who like to be a little less obtrusive in their hats there is the large *chape* of velvet ribbon, but to be absolutely *à la mode* there must be plenty of colour in the trimming.

The coat frock of soft lasha cloth is still popular in the autumn collections, and has not lost the long straight line, with its added length and lifted waistline. Sleeves are long and wide at the wrist, and the neck is round or oval. High necks are only to be found here and there, but they will be more popular as the cold weather approaches. Cross-over bodices, flat and plain, are joined to skirts that are slightly full and draped on the left hip. Sometimes the skirt is left open at the side, so as to give more opportunity for quick movement. The panel of satin which serves as an under-skirt is in a darker tone, or is carried out in some bright contrasting colour. Stockings that tone are usually worn with these smart walking dresses, with strapped and re-strap shoes of black patent leather, or a soft kid or suede that matches the costume in colour.

The umbrella has now become an important item in the scheme, and a well-dressed woman sees that this, too, goes with her toilette. So nowadays an umbrella covered in brown, blue, green, or red silk, with white tips and a long handle, is carried as often as a black one. Her handbag must also be in keeping with her dress if she would avoid another pitfall. The pouch variety, made of soft satin, with a button fastener in ivory, tortoise shell, or platinum, inset with diamonds, is attractive. On the other hand, she may prefer a plainer kind, and choose a flat envelope of red or blue Russian leather. There is, however, such an *embarras de choix* in all the accessories that no one who studies the art of dress has any excuse for wearing clothes that are ill-assorted.

Simple jewellery for daytime wear is not hard to find; some of it is distinctly amusing. A little goes a long way, but, chosen wisely, it will be found a help rather than a hindrance. The round galleth pendant in some bright shade, with its feathered incrustation, gives a sprightly air to an otherwise quiet dress that is acceptable to many. It hangs from a narrow cord of black silk, and is very inexpensive. Beads of all descriptions are sold—some of them cheap, others costly. The latest novelty in this kind of thing is a chain of seven wooden ones. Each is painted a different colour, and on each is marked one day of the week, so there is no difficulty in distinguishing Saturday from Monday.

(Continued at foot of next column.)

A little and good

THERE is a distinguishing feature in the business of the house of HAIG & HAIG. Most Distillers have various brands of varying qualities. HAIG & HAIG have one brand only, and they claim (and the public acclaim) that it is the finest that goes from Scotland.

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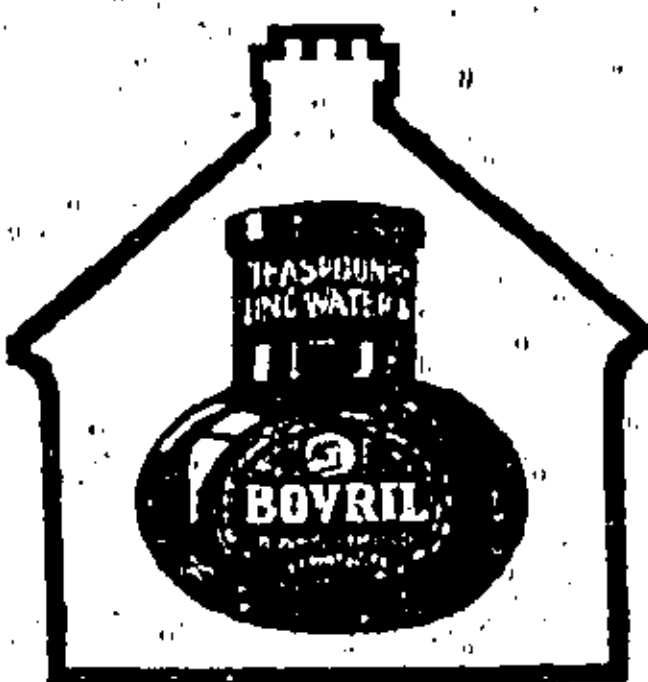
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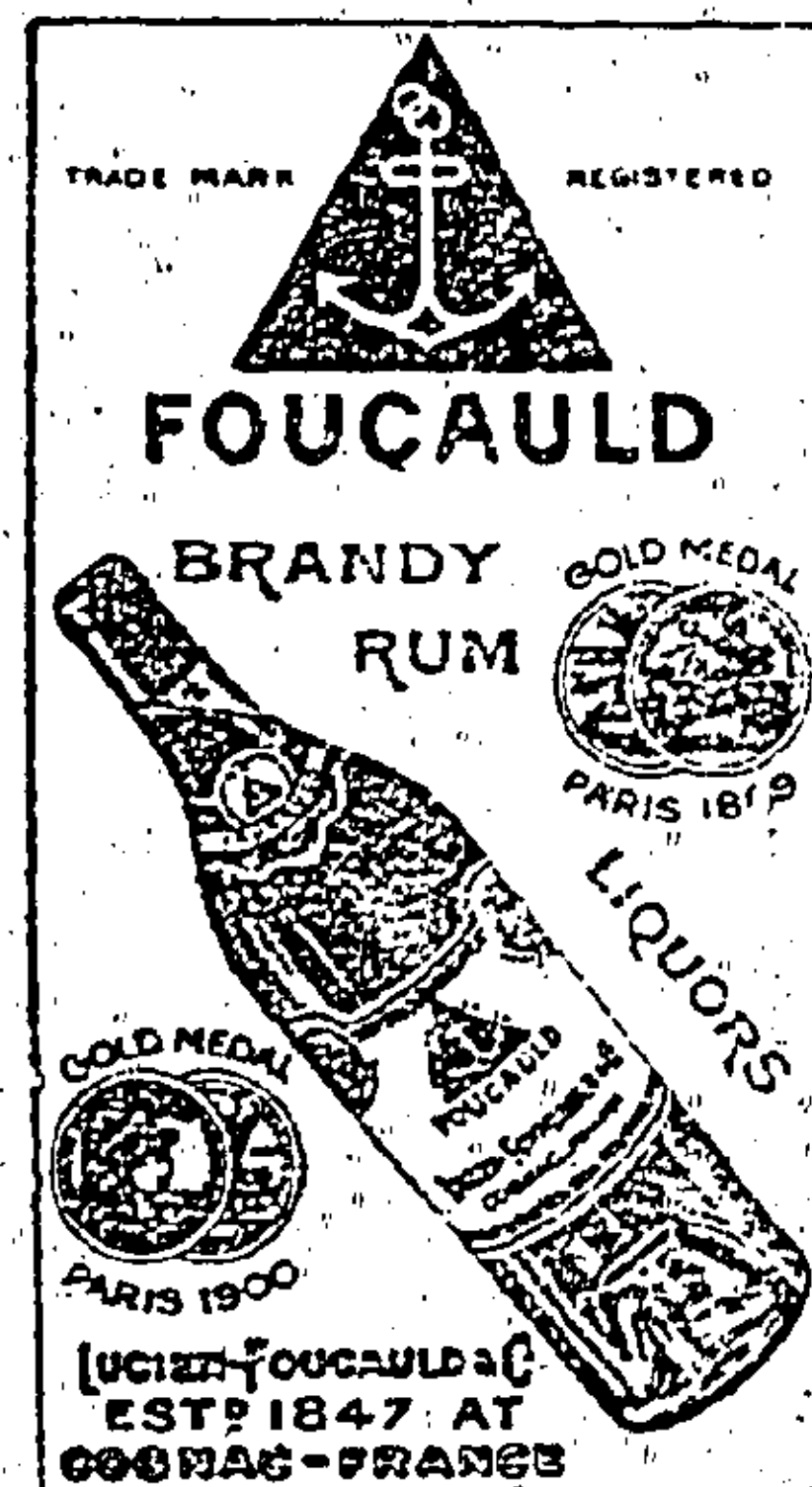
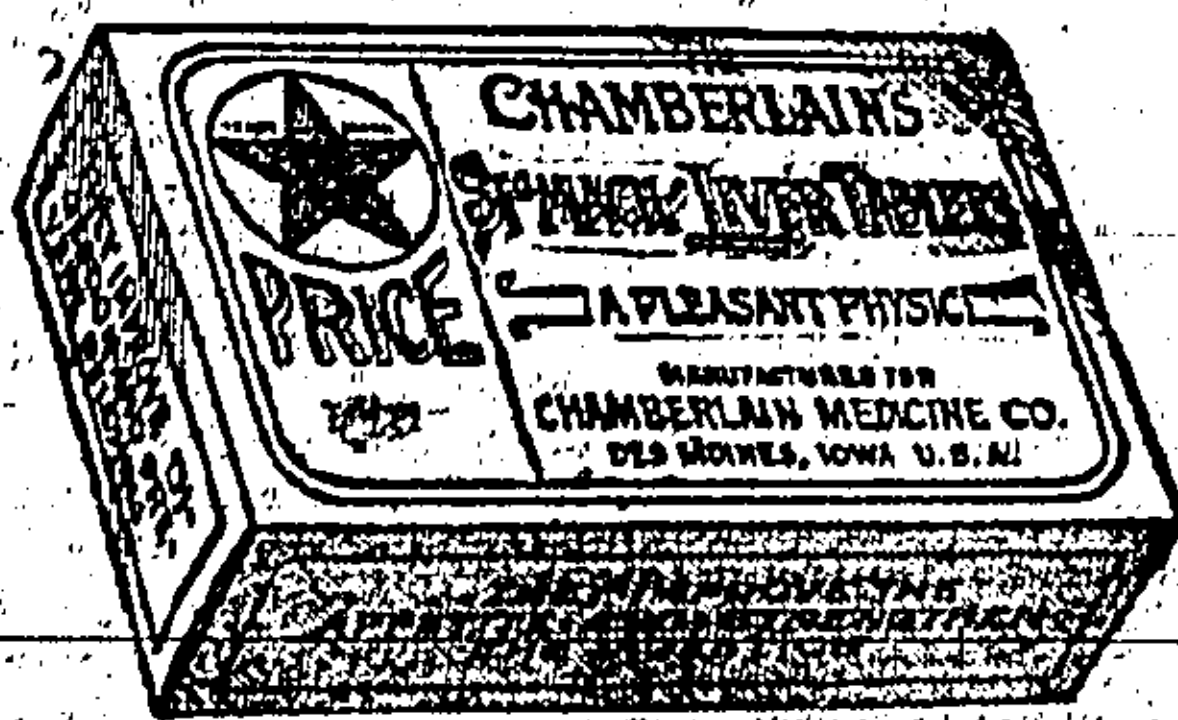
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Evening ornaments are worn in the hair more than upon the person, except in the case of anyone owning really magnificent jewels, when she naturally likes to show them. Head-dresses of jet, silver, gold, or copper beads and lace are among some of the most startling. They are worn with and without feathers; many have long drooping chains that reach the shoulder. Egyptian designs are much to the fore both for these and evening hats for the restaurant. The latter are made in thick corded silk with long flaps to cover the ears, and are heavily embroidered in gold and silver. Bright colours, such as apple green, Chinese blue, crimson, gold and ivory white, are employed for making these fantastic creations, which are very imposing worn with a perfectly plain black dress and just the right touch of complexion.

The sleeveless dress for evening wear is still fashionable, although the corsage is made a little higher. The bare back is less seen than it was, which is hardly to be regretted. The skirt of such a dress almost sweeps the ground, and when a train is added it is more of the fish-tail type than of broad four-yard composition. Brocades of metal, interwoven with pink, blue, green, or white, still hold first place for dresses for ceremonious occasions, but for small dances and dinners many prefer a satin frock draped with lace. Style can always be added to such a simple model by the cloak that is thrown over it. The most lovely of these are in embroidered velvet or quilted silk, with a deep blue fox fur collar.

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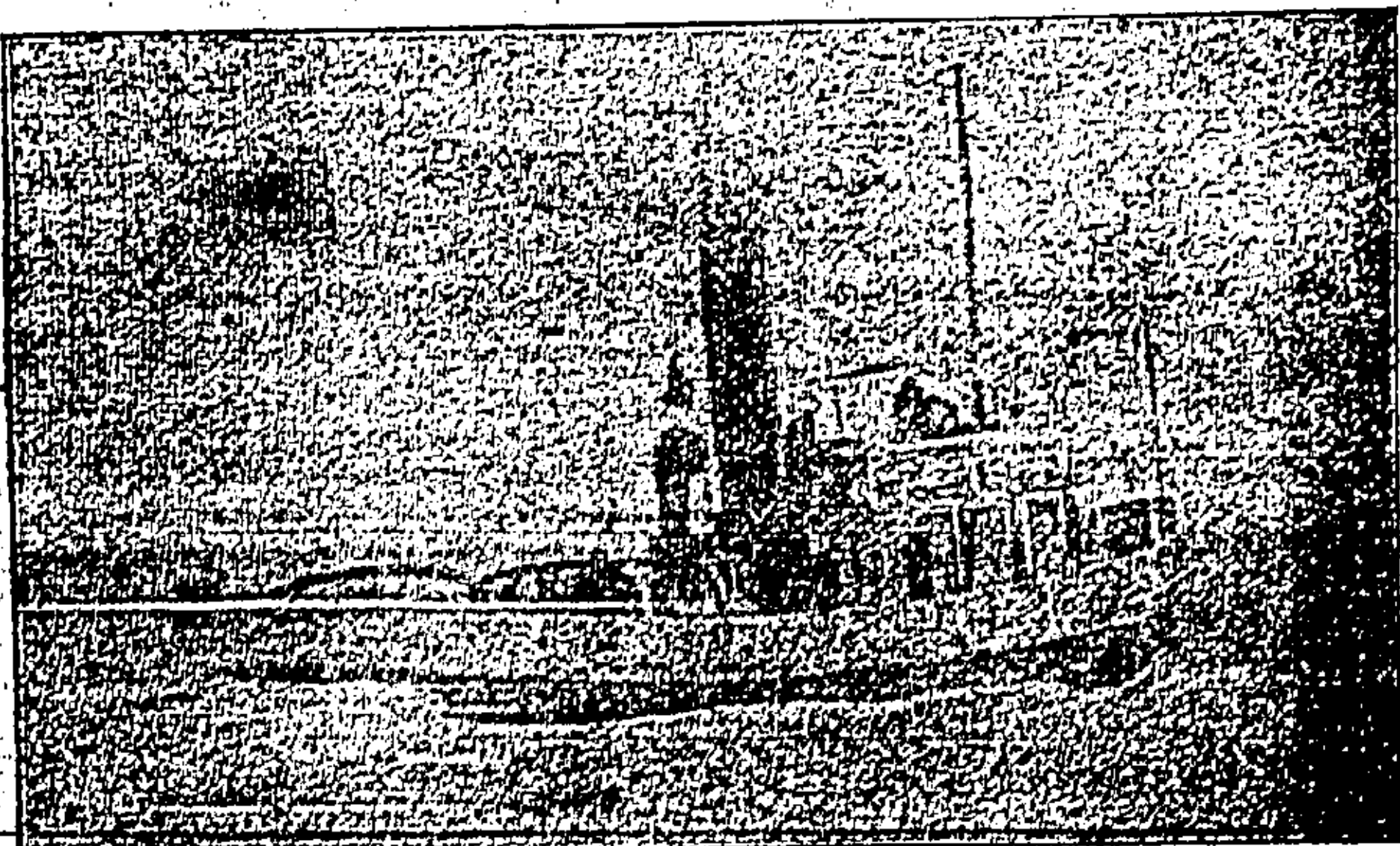
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LIFE IN GERMANY. LUXURIOUS HAMBURG. AN ORGY OF SPENDING.

Writing from Hamburg, Mr. Otis Swift, correspondent of the Chicago Tribune, gives the following vivid account of life in that famous German city:

"What I want to know," says the German business man, "is what is the world going to do about it? You are forcing Germany into the abyss. Unjust reparations, cruel indemnities, inconsiderate treatment, is driving Germany to despair. We are being forced over the brink, facing possible revolution, communism, anarchy, the plight of Soviet Russia."

"What I want to know," broke in the English business man, "is how do you get that way?"

The scene was a mammoth glittering ball on the shores of the Binnenalster Lake, the wide, beautiful stretch of blue water lying in the centre of the city that makes Hamburg a Northern Venice. The ball was crowded. Hundreds of prosperous, fat, jovial, contented-looking German business men sat at the tables. With them were their wives, arrayed in summer furs, sparkling jewels, arctic-Berlin gowns cut after the latest Paris mode. Waiters dashed to and fro, bringing huge golden schooners of beer, trays laden with delicate pastries, baskets of peaches, cherries, choice fruits. A band blared out the latest Berlin jazz. Nowhere in Europe, except perhaps on the Riviera, had the Englishman seen such care-free extravagance, reckless spending, lavish magnificence. Beyond the plate-glass windows, past the wide terrace where more crowds lounged in wicker deckchairs in the shade of fluttering palm trees that stood in squat little green tubs, the open expanse of the lake was dotted with pleasure craft of all descriptions. Knock-about riggled sailboats, that can be hired for forty marks an hour, packed to and fro. Yachts in brilliant checked blazers paddled cedar punts across the water, keeping rhythm to the music of portable gramophones in the bows. Pretty blonde fruitcakes lay on heaped cushions on the bottom boards laughing and chatting with their sunburned cavaliers.

White winged sailing canoes, wonderful creations of cedar and mahogany, that would cost a fortune at home, slipped smoothly through the water. Excursion boats, loaded to the guards, churned down the bay carrying pleasure-seekers to outer resorts. On Jungferstieg, before the door of the cafe, high-powered motor-cars, with fantastic futuristic bodies and solid wheels, dashed past. Uniformed chauffeurs piloted the cars, and every car was crowded with fat, prosperous, well-dressed folk of the Free City of Hamburg. The wide walk crowds were better dressed than the people of London or Paris; the show windows were piled with luxury goods of all sorts, sport clothes, sport goods, leather bags, and suit cases, frocks and gowns of wonderful line.

To Englishmen here it seems an impossible fantasy, an unreal dream. But such is Hamburg to-day. The picture is equally true of Berlin. It is true on a lesser scale of other cities throughout Germany. Outside the cities the country people seem equally prosperous. The fields are yellow with heavy wheat, the hay is thick in the meadows, every inch of ground is cultivated and bearing a rich harvest. In the industrial districts every factory chimney belches its cloud of smoke against the sky; by night the Rhine Valley towns of Hamm, Essen, and Dortmund are lit with the red glow of the furnaces, and ablaze with thousands of lighted factory windows where double shifts carry on production. Thus, when the German speaks of economic breakdown, of national bankruptcy, of impending collapse, the English visitor ponders: "How do they get that way?"

In the face of the exchange collapse it is useless for the German to attempt to save money. If he saves his earnings, he will find his hoarded money merely worthless scrap-paper in a few months. There is only one thing he can do with his salary cheque. By buying to the limit of his pay, by spending every penny as soon as it is made, he can obtain real tangible property—motor-cars, clothes, furs, suit-cases, malacca canes, rare wines, jewels, things that will not depreciate in value. Whatever the future price of the mark, he will have actual assets in his possession, material things which will have a market value. Realising this, the German is spending to the last limit. The young married man, drawing a good salary in paper marks, who a few years ago would have made cautious investments, now buys an expensive automobile, heaps of furs and gowns for his wife, spends the artistic but valueless hundred-mark notes as fast as possible lest he find they have lost half their buying-power by to-morrow's sunrise.

This spending orgy, has broken down the German morale, has increased the scale of living of hundreds of thousands of people to fantastic proportions. Germany has lost all money perspective, and lives only for the moment. Mad buying has speeded up production to an abnormal degree; goods are being bought faster than they are being produced. Money has become valueless, but at the same time Germany's floating capital is being consumed, her national margin of living is being exhausted. Thus the time is coming, and coming soon, when this real capital will be exhausted, when all the goods are gone, when the margin is wiped out. Beyond this margin lies the chaos that the wiser, older leaders fear.

HOME CIVIL SERVICE.

Before the war the Civil Service in the United Kingdom had a personnel of 233,000, at a cost of £29,500,000, while to-day the personnel is 325,000, costing over £37,000,000 even with the Irish (Continued at foot of next column.)



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section eliminated. The select committee, holding an enquiry into the reasons for these increases, reports that two years ago a recommendation was adopted fixing the working week of London's Civil Servants at 34½ hours, so the Whitehall gentlemen arrive at 10 a.m. leave at 5 p.m. have an hour for lunch, and three to eight weeks' holidays yearly. Civil Servants are paid overtime after 42 hours weekly. The Committee state that the Civil Service should work longer hours, and overtime should greatly be restricted, if not abolished.

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MANILA	"WAISHING"	Friday	15th Sept. 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"LOONGSANG"	Friday	15th Sept. 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"TINGSANG"	Sunday	17th Sept. Noon
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING"	Tuesday	19th Sept. Noon
BANGKOK via SWATOW & SHANGHAI	"CHAKSANG"	Tuesday	19th Sept. Noon
SANDAKAN	"HOPSANG"	Thursday	21st Sept. Noon
STRAITS & CALCUTTA	"MAUSANG"	Friday	22nd Sept. 2 p.m.
BANGKOK via SWATOW & SHANGHAI	"FOOKSANG"	Monday	25th Sept. 3 p.m.
HAIPHONG via HOIHOW & SHANGHAI	"DRUFAR"	Tuesday	26th Sept. Noon
STRAITS & CALCUTTA	"MINGSANG"	Wednesday	27th Sept. 3 p.m.
KOBE	"KUTSANG"	Saturday	30th Sept. Noon
KOBE	"LAISANG"	Thursday	8th Oct. 3 p.m.
KOBE	"NAMSANG"	Tuesday	10th Oct. Noon
KOBE	"HOSANG"	Sunday	15th Oct. D.L.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when indicated on offers.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 3,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken off through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Datt.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about Monday, 25th Sept., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to:—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS.

TELEPHONE CENTRAL No. 315.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS. CHINA & JAPAN SERVICE.

OUTWAIRDE.

Vessel	Leaves Hongkong	Discharges
"GLENAGLE"	24th Sept.	23rd September.
"GLENAGLE"	18th Oct.	25th September.
"GLENAGLE"	18th Oct.	5th October.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENAGLE"	24th Sept.	23rd September.
"GLENAGLE"	18th Oct.	25th September.
"GLENAGLE"	18th Oct.	5th October.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

Telephone Central No. 315 and 316 and Central 366.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi.

s.s. "HOZUI MARU" ... on or about 14th Sept.

FOR KEELUNG via Swatow & Amoy.

s.s. "TAIKWA MARU" ... on or about 14th Sept.

For further particulars, please apply to:—

S. MITARAI

Branch Office:

No. 177, Nathan Road, W.C.

Tel. Central No. 145.

Top Floor, King's Building.

Tel. Central No. 145.

VETARZO

Remedy for all kinds of skin diseases, such as eczema, psoriasis, etc.

DR. LECLERE'S

Remedy for all kinds of skin diseases, such as eczema, psoriasis, etc.

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Remedy for all kinds of skin diseases, such as eczema, psoriasis, etc.

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ON SALE

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, July to December,

1921. With Index. Price \$7.50.

On sale to the Hongkong Daily Press

SHIPPING NEWS

ARRIVALS.

September 12th.

King Yuen, British str., 1,416 tons, Capt. E. Partridge, from Singapore, with a general cargo. — B. & S.
Kiangtung, British str., 1,372 tons, Capt. A. J. Scott, from Bangkok, with a general cargo. — B. & S.
Lyons Maru, Japanese str., 4,316 tons, Capt. S. Fujimura, from Manila, with a general cargo. — N.Y.K.
Sichon, Chinese str., 743 tons, Capt. J. H. Van den Berg, from Swatow, with a general cargo. — Yue Woo & Co.
Shimizu Maru, Japanese str., 857 tons, Capt. B. Ogawa, from Keelung, with coal. — M.B.K.
Tientsin, British str., 1,227 tons, Capt. H. P. Carver, from Shanghai, none. — B. & S.

September 13th.

Cheongching, British str., from Canton, Chinese str., 308 tons, Capt. T. Fletcher, from Swatow, with a general cargo. — Hinglee S.S. Co.
Huichow, British str., 1,270 tons, Capt. Passmore, from Swatow, with a general cargo. — Douglas S.S. Co.
Hydrangea, British str., 361 tons, Capt. W. J. Collom, R.N.R., from Swatow, with a general cargo. — Chiu On S.S. Co.
Kaiyo Maru, Japanese str., 2,015 tons, Capt. T. Motohoshi, from Keelung, with a general cargo. — O.S.K.
Kailan, British str., 1,536 tons, Capt. D. R. Davies, from Bangkok, with rice and timber. — B. & S.
Kojima Maru, Japanese str., 1,306 tons, Capt. B. Sabana, from Dairen, with coal. — M.B.K.
Lashan Maru, Japanese str., 1,506 tons, Capt. T. Yasukawa, from Shanghai, with a general cargo. — N.Y.K.
Pasat, Norwegian str., 774 tons, Capt. C. Faye, from Hoihow, with salt. — Kai Yue & Co.
Sembilan, Dutch str., 4,080 tons, Capt. T. R. Versteeg, from Shanghai, with a general cargo. — J.C.J.L.
Szechuen, British str., from Canton.
Taito Maru, Japanese str., from Canton.
Tjikini, Dutch str., 2,858 tons, Capt. P. Hopman, from Batavia, with sugar. — J.C.J.L.

CLEARANCES.

September 13th.

At P. T. T., for K. C. Wan, Cheung, for Canton.
At P. T. T., for Canton.
At P. T. T., for Samaraung, Kanchow, for Saigon.
At P. T. T., for Shanghai.
At P. T. T., for Canton.
At P. T. T., for Huihong.
At P. T. T., for Saigon.
At P. T. T., for Amoy.
At P. T. T., for Canton.
At P. T. T., for Amoy.
At P. T. T., for Swatow.
At P. T. T., for Shanghai.
At P. T. T., for Singapore.
At P. T. T., for Batavia.
At P. T. T., for Singapore.
At P. T. T., for Swatow.
At P. T. T., for Amoy.

PASSENGERS.

ARRIVALS.

Per s.s. **Hydrangea**, on September 13th: Mrs. Kourkoff.
 Per s.s. **Kaiyo Maru**, on September 13th: Mr. and Mrs. C. Martins and 2 children.
 Per s.s. **Huichow**, on September 13th: Mrs. E. W. Kirk and child, Rev. A. Albacete, Mr. L. Sanagasso, Miss L. Lloyd, Miss E. Wood, Miss A. Wood, Miss E. Hall, Mr. T. Miyashita.

DEPARTURES.

Per P. & O. s.s. **Norona**, on September 13th: Dr. J. Roman, Mr. H. Halliwell, Major Maloney, Mr. L. Levin, Mr. and Mrs. Harwood, Mr. and Mrs. Landrum, S.P.O. G. Moore, P.O. H. Merrick, 1st Writer H. Lancaster, Mr. J. L. Leslie, Mr. Brett, Mr. J. Devany, Miss Compton, Miss J. Wood, Miss Moffett, Mrs. Porter, Miss Porter, Mrs. Oksberg, Miss Miller, Miss Hannell, Mr. Taylor, Mr. Ayling, Rev. Oksberg.

SHIPPING MOVEMENTS.

The China Mail s.s. **Amurstan** is expected to arrive in port from Singapore at daylight to-day.
 The China Mail s.s. **China** will be despatched for San Francisco via ports on Saturday, at noon.
 The s.s. **Amurstan** (Blue Funnel), for Genoa, Marseilles and Liverpool left Shanghai on September 13th for this port, due here on September 17th, daylight, and will be despatched 4 p.m. same day.
 The N.Y.K. s.s. **Hakodade Maru** (Calcutta line) left Kobe for Hongkong via Moji on September 13th, and is expected here on September 18th.

VESSELS EXPECTED.

Bellerophon (Blue Funnel), due October 12th.
Changsha, due October 20th.
Empress of Canada, due to-day, 5 p.m.
Helene (Blue Funnel), due Sept. 26th.
Japan (B.L.), due Sept. 20th.
Orestes (Blue Funnel), due Sept. 19th.
Polyphemus (Blue Funnel), due October 6th.
President Cleveland (P.M.), due Sept. 15th.
President Wilson (P.M.), due Sept. 30th.
Taiyuan, due Sept. 30th.
Tambara Maru (N.Y.K.), due Sept. 17th.
Tottori Maru (N.Y.K.), due Sept. 23rd.
Tydeus (Blue Funnel), due to-day.
Tyndarus (Blue Funnel), due Sept. 21st.
Yamagata Maru (N.Y.K.), due Sept. 17th.
Yangtze (Blue Funnel), due October 12th.
Zoshimo Maru (N.Y.K.), due to-day.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
HAMBURG via LONDON & ROTTERDAM	Matsumoto Maru	Jap.	Nippon Yusen Kaisha	On 20th inst.
BOSTON & NEW YORK via SUEZ	City of Bristol	Brit.	The Bank Line, Limited	On 15th inst.
NEW YORK & BOSTON	Slavia Prince	Brit.	Princo Line	End of inst.
SAN FRANCISCO	Dewey	Am.	Struthers & Barry	On 10th Oct.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	President Cleveland	Am.	Pacific Mail S.S. Co.	On 10th Oct.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	Empress Canada	Brit.	Canadian Pacific S.S. Co.	On 10th Oct.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, JAPAN, &c.	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 10th Oct.
VICTORIA & VANCOUVER via SHANGHAI, JAPAN, &c.	Yokohama Maru	Jap.	Yokohama S.S. Co.	On 10th Oct.
VICTORIA, VANCOUVER, SHANTUNG & TAOMA	Taiyuan	Brit.	Butterfield & Swire	On 10th Oct.
VICTORIA, VANCOUVER & SHANTUNG	Empress Russia	Brit.	Canadian Pacific S.S. Co.	On 10th Oct.
VANCOUVER via SHANGHAI & JAPAN, &c.	Kaiyo Maru	Jap.	P. & O. B.L. & A.L.	On 10th Oct.
MARSEILLES via HAIPHONG, SAIGON, &c.	Amazona	Brit.	Messageries Maritimes	On 10th Oct.
MARSEILLES via LONDON, ANTWERP, &c.	Atlanta Maru	Jap.	Nippon Yusen Kaisha	On 10th Oct.
LONDON, ROTTERDAM & ANTWERP	Laomedon	Brit.	Butterfield & Swire	On 10th Oct.
LONDON, ANTWERP & ANTWERP	Taira Maru	Brit.	Butterfield & Swire	On 10th Oct.
LONDON, ANTWERP, HAMBURG & LINTH	City of Yokohama	Brit.	The Bank Line, Ltd.	On 10th Oct.
GENOA, LONDON, ROTTERDAM, ANTWERP & HAMBURG	Glenade	Brit.	Jardine, Matheson & Co., Ltd.	On 10th Oct.
GENOA, MARSEILLES & LIVERPOOL	Alex	Brit.	Butterfield & Swire	On 10th Oct.
ROTTERDAM, ANTWERP & HAMBURG	Schiller	Brit.	Java-China-Japan-Lijn	On 10th Oct.
BOMBAY, MARSEILLES, LONDON & ANTWERP	Macdonia	Brit.	P. & O. B.L. & A.L.	On 10th Oct.
CALCUTTA via SINGAPORE, PENANG & RANGOON	Hakodate Maru	Jap.	Nippon Yusen Kaisha	On 10th Oct.
SEALIPS & CALCUTTA	Yokohama	Jap.	Jardine, Matheson & Co., Ltd.	On 10th Oct.
SINGAPORE & BANGALORE	Yokohama	Jap.	Nippon Yusen Kaisha	On 10th Oct.
BRINDISI, VENICE & TRIESTE	Perla	Brit.	Doddwell & Co., Ltd.	On 10th Oct.
WEIHAIWEI, CANTON & TIENTSIN	Huichow	Brit.	Butterfield & Swire	On 10th Oct.
HAIPHONG via HOHANG & PAKHOI	Hozui Maru	Jap.	Yamashita Kisen Kaisha	On 10th Oct.
KEELUNG via SWATOW & AMOY	Taiyuan Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 10th Oct.
AUSTRALIAN PORTS via MANILA	Taiyuan Maru	Jap.	P. & O. B.L. & A.L.	On 10th Oct.
AUSTRALIAN PORTS via SWATOW & SHANGHAI	Waikiki	Brit.	Jardine, Matheson & Co., Ltd.	On 10th Oct.
SEANGHAI, KORE & YOKOHAMA	Tambara Maru	Jap.	Nippon Yusen Kaisha	On 10th Oct.
SEANGHAI, KORE & YOKOHAMA	Angers	Brit.	Messageries Maritimes	On 10th Oct.
SEANGHAI, KORE & YOKOHAMA	Manila	Brit.	P. & O. B.L. & A.L.	On 10th Oct.
SEANGHAI, KORE & YOKOHAMA	Trieste	Brit.	Doddwell & Co., Ltd.	On 10th Oct.
SEANGHAI, KORE & YOKOHAMA	Laisang	Brit.	Jardine, Matheson & Co., Ltd.	On 10th Oct.
SEANGHAI, KORE & YOKOHAMA	Taiyuan Maru	Jap.	Java-China-Japan-Lijn	On 10th Oct.
SEANGHAI, KORE & YOKOHAMA	Tikini	Jap.	Ozaka Shosen Kaisha	On 10th Oct.
SEANGHAI, KORE & YOKOHAMA	Changang	Brit.	Jardine, Matheson & Co., Ltd.	On 10th Oct.
SEANGHAI, KORE & YOKOHAMA	Kalga	Brit.	Butterfield & Swire	On 10th Oct.
SEANGHAI, KORE & YOKOHAMA	Hoogoo	Brit.	Douglas LaPraik & Co.	On 10th Oct.
SEANGHAI, KORE & YOKOHAMA	Halborg	Brit.	Douglas LaPraik & Co.	On 10th Oct.
SEANGHAI, KORE & YOKOHAMA	Loongsang	Brit.	Jardine, Matheson & Co., Ltd.	On 10th Oct.
SEANGHAI, KORE & YOKOHAMA	Elkridge	Am.	Struthers & Barry	On 10th Oct.
SEANGHAI, KORE & YOKOHAMA	Tean	Brit.	Butterfield & Swire	On 10th Oct.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

	From Hongkong	Arrive Vancouver		From Canada	Due England
Empress Canada	Sept. 23	Oct. 9	Empress Britain	Oct. 3	Oct. 10
Empress Russia	Oct. 5	Oct. 23	Empress France	Oct. 31	Nov. 6
Empress Australia	Oct. 25	Nov. 13	Minnedosa	Nov. 22	Nov. 30
Empress Asia	Nov. 2	Nov. 20	Empress France	Nov. 28	Dec. 5
Empress Canada	Nov. 18	Dec. 4	Empress Scotland	Dec. 12	Dec. 19
Empress Russia	Nov. 30	Dec. 18	Empress France	Dec. 26	Jan. 3

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

"Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec."

"CANADIAN PACIFIC THROUGHOUT"

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CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)
 OPERATING FAST FREIGHT AND PASSENGER STEAMERS
 "NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS
 Minimum Rate U.S. \$577.00
 Maximum Rate U.S. \$820.50
 First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "NANKING" s.s. "CHINA" s.s. "NILE"
 Oct. 20th. Saturday, Sept. 16th, at noon. Sept. 20th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

s.s. "GORJISTAN" s.s. "GORJISTAN"
 To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

s.s. "ARMANESTAN" s.s. "ARMANESTAN"
 To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

O. T. SURREIDGE, GENERAL AGENT.

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TELEPHONE: PALMERSTON DIST., TEL.: PRINCE'S DIST. & AGENT, Central No. 2161.

Cable Add: "OHMAIL"

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BOARD OF CONSERVANCY WORKS OF KWANTUNG

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation	Height of Water	Height of Water	Height of Water	Height of Water
	Feet	Feet	Feet	Feet
Wanchow, W. River	+79.60	-2.43	38.60	38.60
Kongmoon, W. River	+14.70	-0.80	9.00	8.30
Linkongchow, N. River	+57.00	-	12.30	12.00
Samshui, N. River	+27.35	-0.00	15.50	14.00
Shanghai, E. River	+15.15	-0.88	8.70	8.20

*Falling. Engineer-in-Chief.

FOR EUROPE AND AMERICA

INDIA, AUSTRALIA, &c.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

Is given of the

HONGKONG WEEKLY

PRESS

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT" in

Subscription, paid in advance, \$12 per annum. Including Postage to any part of the world, \$14.

WEATHER REPORT.

September 13th, 1922. Pressure has increased considerably at Vladivostok and Fochow, and slightly at Weihaiwei to Shanghai. It is increasing at Hongkong. An anticyclone is central over the Sea of Japan and a depression over the N. China Sea.

The Shanghai typhoon is filling up. Hongkong Rainfall for the 24 hours ending at 10 a.m. 13th Sept., 0.06 inch. Total since January 1st, 53.03 inches, against an average of 70.39 inches. The forecast for the 24 hours ending at noon to-day is as follows: —

DIRECTION FORECAST

Hongkong to Gap Book N.E. winds, moderate; fair.

Formosa Channel The same as No. 1.

South coast of China between Hongkong and Lanchow The same as No. 1.

South coast of China between Hongkong and Hainan The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 13th.

Previous Day at 3 p.m. On Date at 3 a.m. On Date at 3 p.m.

Barometer — 29.62 29.71 29.72

Temperature — 84 75 86

Humidity — 83 93 75

Wind Direction — N Calm SE

Force — 1 0 3

Weather — op. cm. B

Sea — 0.07 0.00 0.02

Highest open-air Temperature on 13th — 88

Lowest open-air Temperature on 13th — 78

HONGKONG TIDE TABLE.

From Sept. 14th to 20th, 1922.

HIGH WATER LOW WATER

Day of Week Days of Month H'kong Standard Time Height H'kong Standard Time Height

Thurs. 14 11 44 6 3 9 18 3 8

Fri. 15 11 39 6 3 10 54 3 6

Sat. 16 11 34 6 3 11 30 3 4

Sun. 17 11 29 6 3 12 06 3 2

Mon. 18 11 24 6 3 12 42 3 0

Tues. 19 11 19 6 3 1 18 2 8

Wed. 20 11 14 6 3 1 54 2 6

8 52 a 6 1 2 55 a 1 3

VISITORS AT HOTELS

Hongkong Hotel.

Mrs. L. Alliot Mr. E. Lauer

Mr. G. H. Ardrea Miss Rosa Law

Mr. J. C. Atterby Mr. K. M. Lazarus

Mr. M. M. Axelrod Mr. M. R. Levin

Mr. T. Bejcek Mr. E. J. Leveson

Mrs. E. B. Bellies Mr. & Mrs. F. Luiz

Mr. & Mrs. B. Ba dean Mr. G. J. Van Loem

Mr. E. J. Birbeck Capt. F. Mackenzie

Mrs. E. Blackburn Mr. B. Markham

Mr. T. Boume Mr. P. Marks

Mr. J. Buckley Mr. & Mrs. E. E.

Mr. M. Clark McGinnis

Mr. E. H. Cooley Mr. G. McMichen

Mrs. E. A. Currie Mr. C. H. Montague

Miss E. Dawson Dr. J. Morrison

Mr. D. R. Davies Mr. J. W. Noble

Mr. K. B. Davis, Jr. Mr. C. Nopper

Mr. J. Durward Mr. W. J. Poll

Mr. O. Dykes Mr. & Mrs. E. J. J.

Mr. J. F. Ferguson Mr. H. Reynolds

Mr. J. Fisher Mr. A. H. Rowe

Mr. M. D. Flowers Mr. C. H. Rowson

Mr. & Mrs. W. H. Gale Mr. R. B. Roxburgh

Mr. John S. Gardiner Mr. C. B. Hunt

Mr. F. B. Gaudie Mr. T. J. Russell

Capt. T. C. Hall Mr. E. T. Sheaf

Mr. S. C. Harris Mr. L. C. Smith

Mr. & Mrs. Hemind Mr. E. Spake

Mr. J. Sidaway Miss A. Square

Mr. C. Hammond Mr. W. v. d. Steen

Mrs. C. Jackson & child Mr. B. Tiams

Mr. J. M. de Jong Mr. P. Thomson

Mr. J. E. Joseph Mr. Venogradoff

Mr. E. Kaai Mr. H. J. Volenweider

Miss E. D. Kemp Mr. H. F. Wei

Mr. & Mrs. C. C. Kingsbury & child Mrs. E. T. Williams

Mr. & Mrs. E. F. Lacerda & child Mrs. C. H. Woolven

Mr. Hugo Lacerda Mr. S. Yu

Mr. & Mrs. Langford & child

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N. Y. K.

SINGAPORE BRANCH TO ALBERT

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

IYO MARU (calling Keelung) ... Saturday, 16th Sept., at 11 a.m.

SHIZUOKA MARU ... Saturday, 30th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

ATSUTA MARU ... Friday, 15th Sept., at 11 a.m.

KASHIMA MARU ... Friday, 25th Sept., at 11 a.m.

JAMBUNG via LONDON, ROTTERDAM

MATSUMOTO MARU ... Tuesday, 26th September.

LIVERPOOL & GLASGOW via MARSEILLES.

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

11. "CITY OF TOKIO" ... 30th Oct. Shanghai, Kobe & Yokohama.

HOMEWARDS.

11. "CITY OF YOKOHAMA" ... 30th Sept. London, Antwerp, Hamburg & Leith.

PASSENGER SERVICE.

11. "CITY OF PARIS" ... mid. Dec. ... Marseilles & London.
 11. "CITY OF YORK" ... beg. Feb. ... Marseilles & London.
 11. "CITY OF SIMLA" ... mid. March ... Marseilles & London.
 11. "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to:-

REISS & CO., CANTON.

THE BANK LINE LTD.

(Tel. Central 780).

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BOSTON AND NEW YORK

Joint Service of the

'BLUE FUNNEL' LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

11. "CITY OF BRISTOL" ... via Suez Canal ... 15th Sept.
 11. "CITY OF LINCOLN" ... via Suez Canal ... 30th Sept.
 11. "FELICE" ... via Suez Canal ... 5th October.
 11. "CITY OF MELBOURNE" ... via Suez Canal ... 15th October.

(Steamers proceed via Suez Canal or Panama Canal at Owner's option.)

Subject to change without notice.

For freight and particulars apply to:-

BUTTERFIELD & SWIRE, 25, THE BANK LINE LTD., HONGKONG

(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON.

REISS & CO., CANTON.

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MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS. STRAIN & DISPLACEMENT. SAILING DATES.

SHANGHAI, KOBE & YOKOHAMA. "ANGERS" 15,000 ... On or about 15th Sept.
 "AZAY LE RIDEAU" 15,000 ... On or about 29th Sept.
 MARSEILLES, via HAI PHONG, RAIGON, "AMAZON" 11,000 ... On or about 19th Sept.
 SINGAPORE, YEN, "ANGOR" 15,000 ... On or about 3rd Oct.
 ANG, COLOMBO, "ANGERS" 15,000 ... On or about 17th Oct.
 DJIBOUTI, SUZ, "AZAY LE RIDEAU" 15,000 ... On or about 31st Oct.
 & PORT SAID. "PORTHOS" 20,000 ... On or about 14th Nov.

COMMERCIAL LINE

DEAN, PORT-LEIXOES, "LT. ST. LOUBERT-BIE" ... About 26th Sept.
 HARVE, DUNKER, "ANGOR" ... Mid-Oct.
 ANTWERP, "MEINAM" ... 1st part Nov.
 "COM. RAMEL" ... 1st part Dec.

ALSO SERVICE TO BORDEAUX (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION-TRANSIT-REPRESENTATION.

Telephone Central 740.

A. JOHARD,

Agent, Agent.

Queen's Building.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG ... Capt. W. C. Passmore ... Friday, 15th Sept., at 1 p.m.
 HAICHING ... Capt. W. S. Turnbull ... Tuesday, 19th Sept., at 1 p.m.
 HAICHING ... Capt. J. B. Thomson ... Friday, 22nd Sept., at 1 p.m.

Arrival and Departure from the Company's Wharf (near Hake Pw).

For Freight and Passage apply to:-

DOUGLAS LAPRAIK & CO.,
General Manager.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR:-

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE-TOKIO.

No. 14, PEDDER ST., HONGKONG.

P. & O., British India**Apcar and****Eastern & Australian Lines**

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"SOUHAN"	6,696	24th Sept.	Singapore, Penang, Colombo & Bombay
"MACEDONIA"	10,813	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"MANTUA"	11,000	24th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,064	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	Bombay, Marseilles, London & Antwerp.
"KARMA"	8,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KARAGAR"	8,000	27th Dec.	Bombay, Marseilles, London & Antwerp.
"PLASSY"	7,500	10th Jan., 1924	do.
"SARDINIA"	6,580	24th Jan.	do.
"NELORE"	6,883	7th Feb.	do.
"DELTA"	8,097	21st Feb.	do.
"KALYAN"	8,062	7th Mar.	do.
"KASHMIR"	8,841	21st Mar.	do.
"KHYBER"	8,014	4th Apr.	do.

BRITISH INDIA - APCAR SAILINGS

"EGRA"	5,108	17th Sept.	Singapore.
"JANUS"	4,824	29th Sept.	Calcutta via Singapore, & Penang.

EASTERN & AUSTRALIAN SAILINGS (North)

"ARAFURA"	6,000	4th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following:-
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	6,052	22nd Sept.	Japan.
"MANTUA"	10,802	24th Sept.	Shanghai & Japan.
"DONGOLA"	8,062	7th Oct.	Shanghai & Japan.
"ST. ALBANS"	8,070	9th Oct.	Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hong Kong must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.
 First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cargoes are fitted with Electric Fans free of charge.
 Parcels weighing not more than 25 lb. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight Handbooks, etc., apply to:-

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSHILLES.

Monthly direct service via Singapore and Port Said.

"LONDON MARU" (Taking Passengers to Europe) Wednesday, 20th Sept.

BUENOS AIRES-RIO DE JANEIRO, SANTO, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.

"TACOMA MARU" Tuesday, 19th Sept.

BOMBAY & COLOMBO-REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"BURMA MARU" Monday, 24th Sept.

DELI & BANGKOK via SAIGON & SINGAPORE-regular monthly Passenger Service.

"BUSHO MARU" Sunday, 17th Sept.

CALCUTTA via SINGAPORE & RANGOON.

"SAIGON MARU" Saturday, 30th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA-via Dairen-Taking cargo to OVERLAND PORTS U.S.A. & CANADA-Passenger Service.

"ALABAMA MARU" Saturday, 18th Sept.

NEW YORK via PANAMA-regular monthly service via Japan Ports, San Francisco, Panama and Oahu Ports.

"HAYBE MARU" Tuesday, 10th Oct.

NEW ORLEANS LINE via SUZ:

JAPAN PORTS-Kobe & Osaka.

"PERKING MARU" Monday, 18th Sept.

"ALPS MARU" Friday, 6th Oct.

KEELUNG via SWATOW & AMOY-These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KAIJO MARU" Every Sunday.

"AMAKUSA MARU" ...

TAKAO via SWATOW AMOY.

"SOSHU MARU" Thursday, 21st Sept.

Tel. Central No. 4930.

Y. TAKAUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SLAVIC PRINCE" ... End of September.

For Freight and full particulars apply to:-

FURNESS (FAR EAST) LIMITED,
(Incorporated in Great Britain),
St. George's Building.**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To	Call
HAIPHONG	"PAKHAI"	On 14th Sept.	D.L.
AMOY & SHANGHAI	"SARCHEY"	On 14th Sept.	9 a.m.
SWATOW & AMOY	"KINGYUAN"	On 14th Sept.	4 p.m.
WEIHAIWEI, CHEFOO & NEWCHANG	"HANGCHOW"	On 14th Sept.	D.L.
AMOY, MANILA, CEBU & ILOILO	"TEAN"	On 14th Sept.	D.L.
SHANGHAI & TSINGTAO	"SINKIANG"	On 14th Sept.	4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 14th Sept.	4 p.m.
SWATOW & SINGAPORE	"KYANGTUNG"	On 14th Sept.	4 p.m.
SHANGHAI	"SUIYANG"	On 14th Sept.	4 p.m.
SWATOW & BANGKOK	"KALGAN"	On 14th Sept.	4 p.m.
SHANGHAI & TSINGTAO	"TINGCHOW"	On 14th Sept.	4 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KALFONG"	On 14th Sept.	7 a.m.

SHANGHAI LINE-PASSENGER, MAILS AND CARGO
 Steamers from Hongkong to Shanghai, Canton, Hongkong, Shanghai, (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE-Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to:-

THE HONGKONG CENTRAL S.S.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australian Ports
"TAIYUAN"	30th Sept.	4th Oct.
"CHANGSHA"	15th Oct.	20th Oct.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to:- BUTTERFIELD & SWIRE

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MANAGING AGENTS,

U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$320.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

S.S. "PRESIDENT CLEVELAND" ... Leaves Hongkong ... Arrives San Francisco

S.S. "PRESIDENT WILSON" (formerly "GOLDEN STATE") ... Sept. 18th, noon ... Oct. 8th.

S.S. "PRESIDENT TAYLOR" (formerly "EMPIRE STATE") ... Oct. 4th ... Oct. 28th.

S.S. "PRESIDENT TART" ... Oct. 14th ... Nov. 15th.

Sailings and Fares subject to change without Notice.

HONGKONG-CALCUTTA SERVICE.

CALCUTTA via SINGAPORE, PENANG AND RANGOON.

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "ETHANALLEN" ... Oct. 10th.

S.S. "HANOVER" ... Nov. 8th.

S.S. "PATRICK HENRY" ... Dec. 7th.

For full information regarding rates, space, etc., apply to:-

PACIFIC MAIL S.S. CO.

Telephone Central 141. Cable Address "SOLANO." Union Building, Hongkong.

Agents at CANTON-REISS & CO.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON
for NEW YORK & BOSTON

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
PIUM having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

11. "TRIESTE" ... sailing on or about 5th October.

FOR BRINDISI, VENICE & TRIESTE

11. "PERSIA" ... sailing on or about 23rd September.

11. "TRIESTE" ... sailing on or about 22nd October.

Passenger's Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

11. "UMLAZI" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LIMITED.

Agents.

